TRANSCRIPT OF RECORD

SUPREME COURT OF THE UNITED STATES.

OCTOBER TERM, [redacted] 1924

No. [redacted]287

THE WESTERN PACIFIC RAILROAD COMPANY,
APPELLANT,

vs.

THE UNITED STATES

APPEAL FROM THE COURT OF CLAIMS

FILED FEBRUARY 13, 1924

(30,123)

(30,123)

SUPREME COURT OF THE UNITED STATES.

OCTOBER TERM, 1923

No. 818

THE WESTERN PACIFIC RAILROAD COMPANY, APPELLANT,

vs.

THE UNITED STATES

APPEAL FROM THE COURT OF CLAIMS

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JUDD & DETWEILER (INC.), PRINTERS, WASHINGTON, D. C., APRIL 24, 1924

[fol. 1] **COURT OF CLAIMS OF THE UNITED STATES**

No. A-30

THE WESTERN PACIFIC RAILROAD COMPANY

vs.

THE UNITED STATES.

I. PETITION AND AMENDED PETITION

On February 2, 1921, the plaintiff filed its original petition.
Subsequently, to wit, on July 30, 1921, by leave of court, the plaintiff filed its Amended Petition.
Said amended petition is as follows:

AMENDED PETITION—Filed July 30, 1921

(NOTE.—The Original Petition was filed February 2, 1921.)

The Honorable Court of Claims:

The Western Pacific Railroad Company, claimant, respectfully represents:

I

Claimant is a corporation duly organized and existing under the laws of the State of California, it having been incorporated June 6, [fol. 2] 1916, duly empowered to operate railways in the States of California, Nevada and Utah, and as such corporation now is and was from, to wit, July 14, 1916, to the time when the latest of the services hereinafter mentioned were performed inclusive, engaged as a common carrier by railroad in the transportation of passengers and freight in and through a number of States of the United States and between the points referred to herein, either directly over its own lines or in conjunction with connecting carriers. That claimant is the successor of another corporation, namely, the Western Pacific Railway Company, incorporated March 6, 1903, under the laws of the State of California, hereinafter referred to as the predecessor of the claimant; that said Western Pacific Railway Company was duly organized and existed as an active corporation empowered to operate railways in the States of California, Nevada, Utah and elsewhere, from the time of its incorporation until the third day of March, 1915, when in a certain action then pending in the District Court of the United States in and for the Northern District of California, Second Division, entitled The Equitable Trust Company of New York, as Trustee, Complainant, vs. Western Pacific Railway Company et al., Defendants, in Equity No. 169, said court duly made and entered its order wherein and whereby Frank G. Drum

and Warren Olney, Jr., were appointed the Receivers of the property of the said Western Pacific Railway Company; that thereafter and upon the 4th day of March, 1915, and in accordance with said order, the said Frank G. Drum and Warren Olney, Jr., duly and regularly qualified as such Receivers and thereupon the said Frank G. Drum and Warren Olney, Jr., became, and from the said 4th day of March, 1915, until the 14th day of July, 1916, continuously were the duly appointed, qualified and acting Receivers of the property of the said Western Pacific Railway Company.

[fol. 3] That pursuant to a decree of foreclosure and sale made by said court in said cause upon the 27th day of May, 1916, and pursuant to a decree of confirmation of sale made and entered by said court on the 1st day of July, 1916, by deed of Francis Krull, Special Master, and of Frank G. Drum and Warren Olney, Jr., as Receivers, and others, dated the 1st day of July, 1916, all of the railways, franchises, rights and other property of the Western Pacific Railway Company, together with and including all accounts of every kind due to the Receivers of the said property of the said Western Pacific Railway Company, were granted, bargained, sold, assigned, transferred and conveyed to the claimant herein; that upon the 14th day of July, 1916, the claimant went into possession of all the said railways, franchises, rights and other property of the said Western Pacific Railway Company, including all accounts of every kind due to the said Receivers of the said property of the said Western Pacific Railway Company, and that the claimant is now the owner and in possession of all thereof. Claimant further states that the aforesaid Western Pacific Railway Company, predecessor of claimant, was engaged as a common carrier by railroad in the transportation of passengers and freight in and through a number of States of the United States, and between the points referred to herein, either directly over its lines or in conjunction with connecting carriers, during all of the time when services hereinafter mentioned were performed, up to the time when its property and affairs were placed in the hands of Receivers as aforesaid, to wit, March 3, 1915, and that said Receivers continued the business of the said Western Pacific Railway Company under authority of the District Court of the United States in and for the Northern District of California during that part of the remainder of the time when services hereinafter mentioned were performed extending to the day, to wit, the 14th day of July, 1916, when pursuant to the decree of court herein-

[fol. 4] before referred to, they transferred to this claimant all of the property, etc., of the said Western Pacific Railway Company, including all its franchises, rights, claims and accounts. Claimant, therefore further alleges that all of the services hereinafter mentioned were performed either by it or its said predecessor or the Receivers of its said predecessor, and that all right, title and claim for payment and compensation for all of said services rendered by its said predecessor and the Receivers of its said predecessor, and not paid for at or before the time when the said Receivers transferred the aforesaid rights and properties of the said Western Pacific Railway

Company to this claimant, to wit, July 14, 1916, passed to and vested in the claimant herein, and it has the right to sue for and maintain its claim herein for all the services so performed by its said predecessor and the said Receivers of its predecessor and by itself; its said predecessor and the Receivers of its said predecessor having reserved or retained no title or interest therein or to the compensation therefor covered by the claim of the claimant in this petition, which is the same as the claim in the original petition herein.

II

Under the acts of Congress granting lands in aid of railroads and acts of Congress regulating the expenditure of appropriations by the United States for Army transportation over such land-grant railroads, said land-grant railroads were required to transport troops of the United States for certain less amounts than those charged private parties for similar transportation; but in none of said acts were said land grant railroads required, nor have they ever agreed, to transport for such less amounts, as "troops of the United States," nor at other than full tariff fares, the certain persons or classes or any of them more particularly referred to in paragraph IV hereof.

[fol. 5]

III

Some years ago and prior to the times when the services hereinafter mentioned were performed, the railroad companies of the United States generally, including the Western Pacific Railway Company, the predecessor of claimant, severally agreed with the Quartermaster General of the United States Army (subject to certain exceptions not necessary here to be stated) to accept for the transportation of troops of the United States the lowest net fare and lowest net excess baggage rate lawfully available as derived through deductions on account of land-grant distance via as usually traveled route for military traffic from a lawful fare filed with the Interstate Commerce Commission as applying from point of origin to destination at time of movement. These agreements, commonly known as "Land-grant Equalization Agreements," were in force at the times of the transactions hereinafter referred to. (Circular No. 23, Quartermaster General's Office, 1911, dated November 15, 1911, and Circular No. 6, Office of the Chief, Quartermaster Corps, 1913, dated March 1, 1913, entitled "Freight and Passenger Land-grant Equalization Agreements and List of Carriers Participating," printed and published by the Government.)

IV

At various times, beginning on or about the 24th day of September, in the year 1914, and extending to the third day of March, 1915, the aforesaid Western Pacific Railway Company, upon transportation requests issued by the War Department of the United States, transported certain persons belonging to the following classes, or some

of them, and at various times beginning on or about said third day of March, 1915, and extending to the 14th day of July, 1916, the aforesaid Frank G. Drum and Warren Olney, Jr., Receivers of the [fol. 6] property of the said Western Pacific Railway Company, upon transportation requests issued by the War and Navy Departments of the United States, transported certain persons belonging to the following classes or some of them, and at various times beginning on or about the day last mentioned, to wit, July 14, 1916, and extending to and including the 30th day of December, 1917, the claimant herein, upon transportation requests issued by the War and Navy Departments of the United States, transported certain persons belonging to the following classes (being the same classes hereinbefore in this paragraph referred to):

1. Discharged soldiers; that is, enlisted men of the Army en route to their homes after discharge, including also discharged marines en route to their homes after discharge from the service.

2. Discharged military prisoners; that is, discharged enlisted men en route to their homes or elsewhere after serving sentences, including in this class also discharged enlisted men from the naval service of the United States en route to their homes or elsewhere, and also including discharged enlisted men from the Marine Corps en route to their homes or elsewhere, after serving sentence as military prisoners.

3. Rejected applicants for enlistment in the Army, Navy (Medical Survey applicants) and Marine Corps, also including rejected applicants (students) Reserve Officers' Training Corps: that is, men who have passed the required tests at the recruiting stations and having been forwarded to the recruiting depots for final examination and enlistment were there rejected and were being returned to the recruiting stations from which they came.

4. Accepted applicants for enlistment in the Army and in the Marine Corps; that is, applicants examined at the general recruiting stations and found mentally, morally, and physically fit for service and being forwarded to recruiting depots for final examination and enlistment.

[fol. 7] 5. Retired soldiers; that is, enlisted men of the Army en route to their homes after retirement; also including in this class certain retired officers.

6. Army nurse, transportation of whom was not a part of or connected with the transportation of "troops of the United States"

7. Military prisoners and guards in charge of them, the transportation of whom was not a part of or connected with the transportation of troops of the United States.

8. Alien prisoners and guards in charge of them, transportation of whom was not a part of or connected with the transportation of troops of the United States.

9. Other persons not mustered into the military or naval service of the United States, including alien enemies carried at request of the Government in connection with Marine Corps activities.

10. Transportation of the body of deceased soldier.

11. Individual soldiers transported at request of the United States War Department as to whom the transportation request, in each case, was endorsed "charge cost to soldier."

In making payment for said transportation services, the United States, through its accounting officers (in many instances against the express protest and objection of the claimant, its predecessor and the Receivers of its predecessor respectively), paid claimant, its predecessor and the Receivers of its predecessor, for said transportation only the less amounts authorized for the transportation of "troops of the United States," over land-grant railroads instead of at the published tariff fares in force at the time said transportation services were rendered respectively.

V

A statement, marked Exhibit W. P. R. R. Co. No. 1, covering the entire period aforesaid, to wit, from September 24, 1914, to [fol. 8] December 30, 1917, both inclusive, and showing or identifying in detail the various transportation transactions referred to in the preceding paragraph, stating the amounts claimed by this claimant, The Western Pacific Railroad Company, for the transportation claimed by it and by its predecessor, the Western Pacific Railway Company, and the Receivers of the last named company, respectively, to the United States, and the amounts remaining due and unpaid, was filed on February 2, 1921, with the original petition as a part thereof and is hereby referred to as a part of this amended petition, the same consisting of three parts or divisions, of which the first consists of thirty-one sheets, numbered consecutively 1 to 31 inclusive, is captioned and refers to United States Government War Department requests and shows total deductions account of land-grant distances on the transactions therein referred to (as summarized in a recapitulation following sheet 31 of said exhibit) amounting to $12,871.73; the second is captioned and refers to United States Government Navy Department requests, consists of six sheets, numbered from 1 to 6 inclusive, and shows total deductions account of land-grant distance on the transactions therein referred to (as summarized in a recapitulation following sheet 6 thereof) amounting to $2.200.31; and the third, consisting of four sheets, numbered from 1 to 4 inclusive, is captioned and refers to United States Government Marine Corps requests, and shows total deductions account of land-grant distance on the transactions therein referred to (as summarized in a recapitulation following sheet 4 thereof) amounting to $1,256.33.

(The suit does not include certain other transportation of a similar nature, occurring during the period covered hereby or at any other

time down to the time of the filing of the original petition wherein payments for such transportation were made by disbursing officers of the United States at land-grant rates, said payments accepted by the [fol. 9] claimant company under protest. The company has submitted supplemental bills for certain balances due on the latter transportation to the accounting officers of the Government, and the same are not yet finally disposed of.)

VI

The total difference between the amounts so paid claimant, its aforesaid predecessor, the Western Pacific Railway Company, and the Receivers of said company respectively, for such transportation at land-grant rates as for the transportation of "troops of the United States" and the amounts which claimant in its own right and as successor of the said Western Pacific Railway Company and transferee of its Receivers was and is entitled to receive therefor at published tariff rates without land-grant deductions is, according to the claimant's books and records, and books and records of its predecessor and of said Receivers (reference being hereby made to said Exhibit W. P. R. R. Co. No. 1), the total sum of $16,328.37; and claimant further alleges that none of the transportation in question was in fact or law transportation of "troops of the United States."

VII

Notwithstanding the facts set forth in the premises, the Auditor for the War Department, to whom claim in due form was made by this claimant, on, to wit, the first day of June, 1920, covering all the claims hereinbefore referred to relating to transportation service rendered as hereinbefore set forth, on requests of the United States War Department, and the Auditor for the Navy Department, to whom claim in due form on the same date was made by this claimant, covering all the claims hereinbefore referred to relating to transportation services rendered as aforesaid on requests of the United States Navy Department and the United States Marine Corps, [fol. 10] respectively, have, after examination and consideration thereof, disallowed all of the said claims.

VIII

Claimant has at all times borne true allegiance to the United States, and has made no assignment or transfer of the aforesaid claims or of any interest therein. Claimant has not in any way voluntarily aided, abetted, or given encouragement to rebellion against the Government of the United States. Claimant further states that during all the time of its corporate existence, its predecessor, the Western Pacific Railway Company, bore true allegiance to the United States and did not in any way voluntarily aid, abet or give encouragement to rebellion against the Government of the

United States, and that the Receivers of that corporation during all the time they were acting as such, and other times, bore true allegiance to the United States and did not in any way voluntarily aid, abet, or give encouragment to rebellion against the Government of the United States; that the said Western Pacific Railway Company, predecessor of the claimant, made no assignment or transfer of any of its claims included in this amended petition, or of any interest therein, except that they passed to the Receivers appointed by the court in the proceeding hereinbefore mentioned, and said Receivers made no other assignment or transfer thereof or of the claims which became vested in them as Receivers, except the transfer, assignment and conveyance made by them to the claimant under the authority of the decree of court hereinbefore referred to, whereby all rights and claims of the said Western Pacific Railway Company and of the said Receivers of that company which are included in this amended petition and sought to be enforced hereby, passed to and became vested in this claimant as hereinbefore alleged. Claimant further believes, and therefore alleges, that all of the facts stated and set forth in this amended petition are true.

[fol. 11] Wherefore claimant brings this suit and says there is now (and was at the time of the filing of the original petition as alleged therein) justly due and owing to it by the United States the sum of sixteen thousand three hundred and twenty-eight dollars and thirty-seven cents ($16,328.37), exclusive of all just credits and offsets, for which sum of money it prays judgment.

The Western Pacific Railroad Co., by John B. Clark, Attorney in Fact. John B. Clark, Attorney for Claimant. Geo. Francis Williams, Of Counsel.

Jurat showing the foregoing was duly sworn to by Jno. B. Clark; omitted in printing.

Note.—Power of attorney from the claiment to the said John B. Clark was filed in the above entitled cause on the 23rd day of February, 1921.

Exhibit W. P. R. R. Co. No. 1, referred to in Original Petition filed February 2, 1921

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 1

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Discharged Sold.	9-24-14	482	P 412892	San Fran.	Detroit, Mich.	$55.25	$15.17	$40.08	$15.17
" "	"	"	413015	"	" "	55.25	15.17	40.08	15.17
" "	"	"	413244	"	" "	55.25	15.17	40.08	15.17
" "	10- 1-14	505	424401	"	Denver, Colo.	37.50	9.69	27.81	9.69
" "	10-30-14	"	424534	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	10- 6-14	507	387039	"	Sioux City, Ia.	41.96	12.16	29.80	12.16
" "	10-21-14	"	413529	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	413547	"	Bates, Ill.	46.45	12.33	34.12	12.33
" "	"	"	413549	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	"	413597	"	Albany, N. Y.	64.60	15.27	49.33	15.27
" "	"	"	413599	"	Jefferson Barracks, Mo.	45.98	12.93	33.05	12.93
" "	"	"	413648	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	413680	"	" "	64.60	15.09	49.51	15.09
" "	"	"	413686	"	Denver, Colo.	37.50	9.69	27.81	9.69
" "	"	"	413688	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	413700	"	" "	64.60	15.09	49.51	15.09
" "	"	"	413723	"	Ft. Wayne, Ind.	53.30	14.87	38.43	14.87
" "	"	"	413731	"	Homer, Ohio	56.50	14.76	41.74	14.76
" "	"	508	413733	"	Dayton, Ohio	53.95	15.06	38.89	15.06
" "	"	"	413745	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	"	413749	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	413753	"	" "	64.60	15.09	49.51	15.09
" "	"	"	413755	"	" "	64.60	15.09	49.51	15.09
" "	"	"	413763	"	Reading, Pa.	66.60	15.84	50.76	15.84
" "	"	"	413784	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	413786	"	Patterson, N. J.	64.60	15.10	49.50	15.10
" "	"	"	414004	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	"	414012	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	509	414020	"	Otterville, Mo.	43.24	12.33	30.91	12.33
" "	"	"	414022	"	Greensburg, Pa.	59.37	14.76	44.61	14.76
" "	"	"	414039	"	Londonville, O.	56.50	14.76	41.74	14.76
" "	"	"	414041	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	"	414045	"	" "	45.60	12.90	32.70	12.90
" "	"	"	414055	"	" "	45.60	12.90	32.70	12.90
					Total	$1,878.00	$478.45	$1,399.55	$478.45

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd Soldier	10-21-14	509	P 414057	San Fran.	St. Louis, Mo.	$45.60	$12.90	$32.70	$12.90
" "	"	"	414063	"	" "	45.60	12.90	32.70	12.90
" "	"	"	414067	"	Pleasant Val., Ky.	54.85	13.91	40.94	13.91
" "	"	"	414069	"	" "	54.85	13.91	40.94	13.91
" "	"	"	414093	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	"	414095	"	Lorain, O.	56.50	14.76	41.74	14.76
" "	"	"	414097	"	Londonville, O.	56.50	14.76	41.74	14.76
" "	"	"	414099	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	"	414129	"	" "	45.60	12.90	32.70	12.90
" "	"	"	414135	"	Earlville, Ill.	48.31	14.78	33.53	14.78
" "	"	"	414137	"	" "	48.31	14.78	33.53	14.78
" "	"	"	414145	"	Sedalia, Mo.	42.85	12.33	30.52	12.33
" "	"	"	414149	"	" "	42.85	12.33	30.52	12.33
" "	"	510	414151	"	Poplar Bluffs, Mo.	48.64	12.31	36.33	12.31
" "	"	"	414153	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	"	414161	"	Cincinnati, O.	53.60	14.99	38.61	14.99
" "	"	"	414163	"	Washington, D. C.	62.60	14.90	47.70	14.90
" "	"	"	414177	"	Columbus, O.	55.23	15.12	40.11	15.12
" "	"	"	414179	"	Lorain, O.	56.50	14.76	41.74	14.76
" "	"	"	414211	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	414221	"	Earlville, Ill.	48.31	14.78	33.53	14.78
" "	"	"	414229	"	Ft. Smith, Ark.	43.90	12.01	31.89	12.01
" "	"	"	414237	"	Earlville, Ill.	48.31	14.78	33.53	14.78
" "	"	"	414241	"	Indianapolis, Ind.	51.25	14.90	36.35	14.90
" "	"	"	414243	"	Cincinnati, O.	53.60	14.99	38.61	14.99
" "	"	"	414247	"	Indianapolis, Ind.	51.25	14.90	36.35	14.90
" "	"	"	414251	"	Columbus, O.	55.23	15.12	40.11	15.12
" "	"	"	414255	"	" "	55.23	15.12	40.11	15.12
" "	"	"	414267	"	Cincinnati, O.	53.60	14.99	38.61	14.99
" "	"	"	414288	"	Harrisburg, Pa.	64.72	14.76	49.96	14.76
" "	"	"	414305	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	"	414309	"	" "	45.60	12.90	32.70	12.90
" "	"	"	414315	"	" "	45.60	12.90	32.70	12.90
					Total	$1,681.99	$461.18	$1,220.81	$461.18

U. S. GOVT. WAR DEPARTMENT REQUESTS

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Dis'd Soldier	10-21-14	511	P 414317	San Fran.	Earlville, Ill.	$48.31	$14.78	$33.53	$14.78
" "	"	"	414319	"	Denver, Colo.	37.50	9.69	27.81	9.69
" "	"	"	414323	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	"	414329	"	" "	45.60	12.90	32.70	12.90
" "	"	"	414335	"	" "	45.60	12.90	32.70	12.90
" "	"	"	414337	"	Earlville, Ill.	48.31	14.78	33.53	14.78
" "	"	"	414344	"	Denver, Colo.	37.50	9.69	27.81	9.69
" "	"	"	414346	"	" "	37.50	9.69	27.81	9.69
" "	"	"	414348	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	"	414350	"	Denver, Colo.	37.50	9.69	27.81	9.69
" "	"	"	414352	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	"	414354	"	Denver, Colo.	37.50	9.69	27.81	9.69
" "	"	"	414356	"	Little Rock, Ark.	48.64	16.75	31.89	16.75
" "	"	"	414375	"	Ft. Logan, Colo.	37.60	9.62	27.98	9.62
" "	"	"	414377	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	"	414393	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	414401	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	512	414429	"	Jefferson Bar'ks	45.98	12.93	33.05	12.93
" "	"	"	414433	"	Indianapolis, Ind.	51.25	14.90	36.35	14.90
" "	"	"	414506	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	"	414510	"	" "	45.60	12.90	32.70	12.90
" "	"	"	414512	"	Kansas City, Mo.	40.00	12.33	27.67	12.33
" "	"	"	414522	"	Pleasant Valley, Ky.	54.85	13.91	40.94	13.91
" "	"	"	414534	"	Denver, Colo.	37.50	9.69	27.81	9.69
" "	"	"	414547	"	Brooklyn, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	414551	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	414557	"	Springfield	65.60	15.24	50.36	15.24
" "	"	"	414561	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	414566	"	Detroit, Mich.	54.75	14.76	39.99	14.76
" "	"	"	414568	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	414570	"	Columbus, O.	55.23	15.12	40.11	15.12
" "	"	"	414572	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	414574	"	Earlville, Ill.	48.31	14.78	33.53	14.78
" "	"	"	414576	"	Chicago, Ill.	49.75	14.25	35.50	14.25
" "	"	"	414583	"	New York, N. Y.	64.60	15.09	49.51	15.09
					Total	$1,736.18	$464.02	$1,272.16	$464.02

					Total	$1,736.18	$464.02	$1,272.16	$464.02

U. S. GOVT. WAR DEPARTMENT REQUESTS

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Dis'd Soldier	10-21-14	512	P 414623	San Fran.	Hartford, Conn.	$65.75	$15.26	$50.49	$15.26
" "	"	"	414644	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	513	414656	"	" "	45.60	12.90	32.70	12.90
" "	"	"	414660	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	414669	"	Battle Creek, M.	53.03	14.89	38.14	14.89
" "	"	"	414691	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	"	414695	"	Earlville, Ill.	48.31	14.78	33.53	14.78
" "	"	"	414721	"	St. Louis, Mo.	45.60	12.90	32.70	12.90
" "	"	514	414671	"	Detroit, Mich.	55.25	15.26	39.99	15.26
" "	11- 2-14	529	424547	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	"	"	424550	"	" "	37.50	9.68	27.82	9.68
" "	11- 6-14	"	424566	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	11-13-14	"	424593	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	424623	"	Columbus, O.	55.23	15.12	40.11	15.12
" "	"	"	424625	"	" "	55.23	15.12	40.11	15.12
" "	11-14-14	"	424646	"	Nashville, Tenn.	52.25	13.17	39.08	13.17
" "	"	"	424648	"	Buffalo Val., Tenn.	53.60	13.30	40.30	13.30
" "	11-19-14	"	424679	"	New York, N. Y.	64.60	15.09	49.51	15.09
Rejected Ap'nt	11- 7-14	530	437057	"	Marysville, Cal.	3.75	.89	2.86	.89
Dis'd Soldier	11- 9-14	534	387077	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	11-16-14	"	387093	"	Columbus, O.	55.23	15.12	40.11	15.12
" "	11-21-14	"	387100	"	Memphis, Tenn.	49.25	12.92	36.33	12.92
" "	11-26 14	"	397802	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	11-27-14	"	397805	"	Columbus, O.	55.23	15.12	40.11	15.12
" "	11-29-14	"	397807	"	Louisville, Ky.	52.60	14.65	37.95	14.65
" "	11- 5-14	"	413757	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	11-21-14	"	414799	"	Lorain, O.	56.50	14.76	41.74	14.76
" "	"	"	414810	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	414826	"	Buffalo Val., Tenn.	53.60	13.30	40.30	13.30
" "	"	"	414840	"	Winston Salem, N. C.	64.45	14.89	49.56	14.89
" "	"	"	414873	"	Syracuse, N. Y.	62.34	15.30	47.04	15.30
" "	"	"	414906	"	Middletown, O.	53.75	15.01	38.74	15.01
" "	"	"	414924	"	" "	53.75	15.01	38.74	15.01
" "	"	"	437416	"	Columbus, O.	55.23	15.12	40.11	15.12
" "	"	"	437814	"	New York, N. Y.	64.60	15.09	49.51	15.09
					Total	$1,817.13	$477.04	$1,340.09	$477.04

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 5

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd Soldier	11-21-14	535	P 437427	San Fran.	Lorain, O.	$56.50	$14.76	$41.74	$14.76
" "	"	"	437431	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	437433	"	Ottawa, Ill.	48.32	15.11	33.21	15.11
" "	"	"	437435	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	437439	"	" "	45.60	12.91	32.69	12.91
" "	"	"	437441	"	Ottawa, Ill.	48.32	15.11	33.21	15.11
" "	"	"	437445	"	Springfield	65.60	15.24	50.36	15.24
" "	"	"	437449	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	437457	"	" "	45.60	12.91	32.69	12.91
" "	"	"	437461	"	" "	45.60	12.91	32.69	12.91
" "	"	"	437475	"	" "	45.60	12.91	32.69	12.91
" "	"	"	437477	"	" "	45.60	12.91	32.69	12.91
" "	"	"	437483	"	Lorain, O.	56.50	14.76	41.74	14.76
" "	"	"	437485	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	"	"	437499	"	Detroit, Mich.	54.75	14.76	39.99	14.76
" "	"	"	437515	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	437571	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	"	536	437573	"	Cincinnati, O.	53.60	14.98	38.62	14.98
" "	"	"	437591	"	St, Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	437593	"	Cincinnati, O.	53.60	14.98	38.62	14.98
" "	"	"	437595	"	Portland, Me.	68.25	15.25	53.00	15.25
" "	"	"	437609	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	437615	"	Johnson City, T.	57.55	13.36	44.19	13.36
" "	"	"	437636	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	437638	"	Ottawa, Ill.	48.32	15.11	33.21	15.11
" "	"	"	437644	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	437670	"	Evansville, Ind.	49.80	15.03	34.77	15.03
" "	"	"	437672	"	Crab Orchard, Ky.	54.15	13.08	41.07	13.08
" "	"	"	437680	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	437703	"	Ft. Smith, Ark.	43.90	12.01	31.89	12.01
" "	"	"	437707	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	437715	"	" "	45.60	12.91	32.69	12.91
" "	"	"	437721	"	" "	45.60	12.91	32.69	12.91
" "	"	"	437723	"	" "	45.60	12.91	32.69	12.91
					Total	$1,692.96	$459.64	$1,233.32	$459.64

						Total	$1,692.96	$459.64	$1,233.32	$459.64

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 6

Status of Passenger		Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd	Soldier	11-21-14	537	P 437725	San Fran.	St. Louis, Mo.	$45.60	$12.91	$32.69	$12.91
"	"	"	"	437727	"	" "	45.60	12.91	32.69	12.91
"	"	"	"	437731	"	New York, N. Y.	64.60	15.09	49.51	15.09
"	"	"	"	437733	"	Harrisburg, Pa.	64.72	15.29	49.43	15.29
"	"	"	"	437736	"	Conway, Mo.	44.72	13.01	31.71	13.01
"	"	"	"	437759	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
"	"	"	"	437767	"	" "	45.60	12.91	32.69	12.91
"	"	"	"	437781	"	" "	45.60	12.91	32.69	12.91
"	"	"	"	437789	"	St. Johnsville, N. Y.	64.08	15.30	48.78	15.30
"	"	"	"	437799	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
"	"	"	"	437822	"	St. Joseph, Mo.	40.00	12.77	27.23	12.77
"	"	"	"	437826	"	Princeton, Ind.	49.75	15.01	34.74	15.01
"	"	"	"	437836	"	New York, N. Y.	64.60	15.09	49.51	15.09
"	"	"	"	437838	"	Springfield, Mass.	65.60	15.24	50.36	15.24
"	"	"	"	437840	"	Philadelphia, Pa.	62.60	13.62	48.98	13.62
"	"	"	"	437842	"	New York, N. Y.	64.60	15.09	49.51	15.09
"	"	"	"	437844	"	" "	64.60	15.09	49.51	15.09
"	"	"	"	437885	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
						Total	$969.07	$250.97	$718.10	$250.97

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 7

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd Soldier	11-21-14	537	P 437891	San Fran.	St. Louis, Mo.	$45.60	$12.91	$32.69	$12.91
" "	"	"	437911	"	Ft. Logan, Colo.	37.60	9.62	27.98	9.62
" "	"	538	437929	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	437943	"	" "	45.60	12.91	32.69	12.91
" "	"	"	437945	"	Mexico, Mo.	43.62	12.33	31.29	12.33
" "	"	"	437947	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	437949	"	" "	45.60	12.91	32.69	12.91
" "	"	"	437961	"	" "	45.60	12.91	32.69	12.91
" "	"	"	437965	"	Granite, Colo.	37.50	7.86	29.64	7.86
" "	"	"	437969	"	Columbus, O.	55.23	15.12	40.11	15.12
" "	"	"	437971	"	Lansing, Mich.	53.92	15.83	38.09	15.83
" "	"	"	437975	"	Muncie, Ind.	51.95	15.16	36.79	15.16
" "	"	"	437981	"	Columbus, O.	55.23	15.12	40.11	15.12
" "	"	"	437983	"	Indianapolis, Ind.	51.25	14.89	36.36	14.89
" "	"	"	437985	"	Columbus, O.	55.23	15.12	40.11	15.12
" "	"	"	437987	"	Indianapolis, Ind.	51.25	14.89	36.36	14.89
" "	"	"	437989	"	Sandusky, O.	56.25	14.76	41.49	14.76
" "	"	"	437993	"	Columbus, O.	55.23	15.12	40.11	15.12
" "	"	"	437999	"	" "	55.23	15.12	40.11	15.12
" "	"	"	438001	"	Florence, Ut.	64.60	14.83	49.77	14.83
" "	"	539	438003	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	438005	"	Leavenworth, Kas.	40.00	12.47	27.53	12.47
" "	"	"	438007	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	438014	"	Galesburg, Ill.	46.51	14.82	31.69	14.82
" "	"	"	438016	"	Ottawa, Ill.	48.32	15.11	33.21	15.11
" "	"	"	438022	"	Lorain, O.	56.50	14.76	41.74	14.76
" "	"	"	438026	"	" "	56.50	14.76	41.74	14.76
" "	"	"	438034	"	Manassas, Va.	65.85	15.10	50.75	15.10
" "	"	"	438037	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	438039	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438045	"	Lorain, O.	56.50	14.76	41.74	14.76
" "	"	"	438047	"	Ottawa, Ill.	48.32	15.11	33.21	15.11
" "	"	"	438049	"	Ft. Leavenworth, Kas.	40.00	12.47	27.53	12.47
					Total	$1,676.59	$458.59	$1,218.00	$458.59

U. S. GOVT. WAR DEPARTMENT REQUESTS

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd Soldier	12- 4-14	558	P 424742	San Fran.	Jackson, Miss.	$49.25	$13.45	$35.80	$13.45
" "	12- 7-14	"	424745	"	Monroe, Mo.	43.54	14.54	29.00	14.54
" "	12-11-14	"	424774	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	424776	"	" "	45.60	12.91	32.69	12.91
" "	12-14-14	"	424783	"	Earlville, Ill.	48.31	14.78	33.53	14.78
" "	12-15-14	"	424795	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	443702	"	Indianapolis, Ind.	51.25	14.89	36.36	14.89
" "	12-18-14	561	371501	"	Ottawa, Ill.	48.32	15.11	33.21	15.11
" "	12- 5-14	"	397815	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	12- 9-14	"	397819	"	" "	46.60	12.91	32.69	12.91
" "	12-18-14	"	397831	"	Detroit, Mich.	55.25	15.26	39.99	15.26
" "	"	"	397833	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	12-29-14	"	397839	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	12-26-14	"	397858	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	12-31-14	"	397867	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	397870	"	Detroit, Mich.	55.25	15.26	39.99	15.26
" "	12-20-14	"	438061	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	438063	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438085	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438089	"	" "	45.60	12.91	32.69	12.91
" "	12-19-14	"	438111	"	" "	45.60	12.91	32.69	12.91
" "	12-20-14	"	438113	"	" "	45.60	12.91	32.69	12.91
" "	12-28-14	"	438117	"	Loganport, Ind.	51.25	14.81	36.44	14.81
" "	12-20-14	"	438127	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	"	"	438129	"	Ottawa, Ill.	48.32	15.11	33.21	15.11
" "	"	562	438141	"	" "	48.32	15.11	33.21	15.11
" "	"	"	438153	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	438167	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438169	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438177	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438179	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438226	"	" "	45.60	12.91	32.69	12.91
" "	12-26-14	"	438228	"	" "	45.60	12.91	32.69	12.91
" "	12-20-14	"	438236	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438238	"	" "	45.60	12.91	32.69	12.91
					Total	$1,641.86	$466.79	$1,175.07	$466.79

U. S. GOVT. WAR DEPARTMENT REQUESTS

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Dis'd Soldier	12-20-14	562	P 438240	San Fran.	Cincinnati, O.	$53.60	$14.98	$38.62	$14.98
" "	"	"	438242	"	Kansas City, Mo.	40.00	12.33	27.67	12.33
" "	"	"	438248	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	438250	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438252	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438254	"	Cincinnati, O.	53.60	14.98	38.62	14.98
" "	"	"	438256	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	438270	"	Ottawa, Ill.	48.32	15.11	33.21	15.11
" "	"	"	438294	"	Columbus, O.	55.23	15.12	40.11	15.12
" "	"	"	438296	"	" "	55.23	15.12	40.11	15.12
" "	"	"	438313	"	French Lick Sps.	51.25	14.37	36.88	14.37
" "	"	563	438319	"	Matthews, Ind.	51.95	14.54	37.41	14.54
" "	"	"	438335	"	Jackson, Mich.	53.75	14.89	38.86	14.89
" "	"	"	438337	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	438339	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438341	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438343	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438345	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438373	"	Ottawa, Ill.	48.32	15.11	33.21	15.11
" "	"	"	438395	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	"	"	438401	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	438477	"	New York, N. Y.	64.60	15.09	49.51	15.09
" "	12-19-14	"	438485	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" Gen. Pris.	1- 8-15	579	397877	"	Detroit, Mich.	55.60	14.21	41.39	14.21
" " "	1-18-15	"	397883	"	Denver, Colo.	37.50	9.68	27.82	9.68
" " "	1-29-15	"	400257	"	Detroit, Mich.	55.60	14.21	41.39	14.21
" Soldier	1-13-15	580	371552	"	Columbus, O.	55.05	14.19	40.86	14.19
" "	1-21-15	"	371564	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	1-15-15	"	438121	"	Ottawa, Ill.	48.49	13.88	34.61	13.88
" "	1-17-15	"	438495	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	438509	"	Earlville, Ill.	48.69	13.97	34.72	13.97
" "	"	"	438511	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	438513	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438515	"	" "	45.60	12.91	32.69	12.91
" "	"	"	438550	"	" "	45.60	12.91	32.69	12.91
					Total	$1,716.58	$476.34	$1,240.24	$476.34

				438550			45.60	12.91	32.69	12.91
						Total	$1,716.58	$476.34	$1,240.24	$476.34

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 10

Status of Passenger		Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd	Soldier	1-17-15	580	P 438556	San Fran.	Earlville, Ill.	$48.69	$13.97	$34.72	$13.97
"	"	"	"	438558	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
"	"	"	"	438570	"	Earlville, Ill.	48.69	13.97	34.72	13.97
"	"	"	"	438572	"	" "	48.69	13.97	34.72	13.97
"	"	"	"	438574	"	Little Rock, Ark.	48.32	16.21	32.11	16.21
"	"	"	"	438603	"	Earlville, Ill.	48.69	13.97	34.72	13.97
"	"	"	"	438643	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
"	"	"	"	438675	"	" "	45.60	12.91	32.69	12.91
"	"	"	581	438683	"	Newark, N. J.	64.60	13.91	50.69	13.91
"	"	"	"	438687	"	Cincinnati, O.	53.60	14.14	39.46	14.14
"	"	"	"	438689	"	Hamilton, O.	53.50	14.16	39.34	14.16
"	"	"	"	438693	"	Denver, Colo.	37.50	9.68	27.82	9.68
"	"	"	"	438697	"	Earlville, Ill.	48.69	13.97	34.72	13.97
"	"	"	"	438707	"	Columbus, O.	55.05	14.19	40.86	14.19
"	"	"	"	438711	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
"	"	"	"	438719	"	New York, N. Y.	64.60	13.91	50.69	13.91
"	"	"	"	438723	"	Columbus, O.	55.05	14.19	40.86	14.19
"	"	"	"	438737	"	Detroit, Mich.	55.60	14.21	41.39	14.21
"	"	"	"	438750	"	Denver, Colo.	37.50	9.68	27.82	9.68
"	"	"	"	438758	"	New York, N. Y.	64.60	14.20	50.40	14.20
"	"	1-16-15	"	438760	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
"	"	1-17-15	"	438762	"	Chicago, Ill.	50.10	13.96	36.14	13.96
"	"	"	"	438764	"	Ft. Leavenworth	40.00	12.47	27.53	12.47
"	"	"	582	438780	"	Boston, Mass.	67.10	14.96	52.14	14.96
"	"	"	"	438801	"	Detroit, Mich.	55.60	14.21	41.39	14.21
"	"	"	"	438803	"	" "	55.60	14.21	41.39	14.21
"	"	"	"	438831	"	New York, N. Y.	64.60	14.20	50.40	14.20
"	"	"	"	438846	"	Jackson, Mich.	54.25	14.09	40.16	14.09
"	"	1-18-15	"	438850	"	New York, N. Y.	64.60	14.20	50.40	14.20
"	"	1- 2-15	585	443855	"	Earlville, Ill.	48.69	13.97	34.72	13.97
"	"	1-25-15	"	443978	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
"	Gen. Pris.	1- 9-15	586	443899	"	Denver, Colo.	37.50	9.68	27.82	9.68
"	" "	1-13-15	"	443907	"	Columbus, O.	55.05	14.19	40.86	14.19
"	" "	1-15-15	"	443932	"	" "	55.05	14.19	40.86	14.19
						Total	$1,755.11	$460.12	$1,294.99	$460.12

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U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 11

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd Soldier	2- 3-15	599	P 443992	San Fran.	Columbus, O.	$55.05	$14.19	$40.86	$14.19
" "	2-19-15	"	444060	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" Gen. Pris.	2- 1-15	601	400269	"	Denver, Colo.	37.50	9.68	27.82	9.68
" " "	2-10-15	"	400275	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" " "	"	"	400276	"	Richmond, Va.	63.60	13.99	49.61	13.99
" " "	2-22-15	"	400291	"	New York, N. Y.	64.60	14.20	50.40	14.20
" " "	2-28-15	"	400294	"	" "	64.60	14.20	50.40	14.20
" Soldier	2-19-15	602	438862	"	Cincinnati, O.	53.60	14.14	39.46	14.14
" "	"	"	438868	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	438874	"	Cincinnati, O.	53.60	14.14	39.46	14.14
" "	"	"	438878	"	Henderson, Ky.	49.95	12.80	37.15	12.80
" "		"	438882	"	Louisville, Ky.	52.60	13.98	38.62	13.98
" "	"	"	438888	"	Indianapolis, Ind.	51.25	14.08	37.17	14.08
" "	"	"	438896	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	438903	"	Indianapolis, Ind.	51.25	14.08	37.17	14.08
" "	"	"	438919	"	" "	51.25	14.08	37.17	14.08
" "	"	"	438921	"	Cincinnati, O.	53.60	14.14	39.46	14.14
" "	"	"	438935	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	438937	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	"	"	438955	"	Cincinnati, O.	53.60	14.14	39.46	14.14
" "	"	"	438969	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	"	"	438995	"	Rock Is., Ill.	46.55	13.88	32.67	13.88
" "	"	"	439326	"	Washington, D. C.	62.60	13.96	48.64	13.96
" "	"	603	439407	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	439409	"	Spring Valley, Ill.	48.18	13.91	34.27	13.91
" "	"	"	439411	"	Earlville, Ill.	48.69	13.97	34.72	13.97
" "	"	"	439415	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	439419	"	Bloomington, Ill.	47.63	13.75	33.88	13.75
" "	"	"	439421	"	Earlville, Ill.	48.69	13.97	34.72	13.97
" "	"	"	439425	"	" "	48.69	13.97	34.72	13.97
" "	"	"	439429	"	Peekskill, N. Y.	64.60	13.91	50.69	13.91
" "	"	"	439437	"	Cincinnati, O.	53.60	14.14	39.46	14.14
" "	"	"	439442	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	"	"	439535	"	Cincinnati, O.	53.60	14.14	39.46	14.14
" "	"	"	439552	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
					Total	$1,756.18	$463.76	$1,292.42	$463.76

				439552		St. Louis, Mo.	45.60	12.91	32.69	12.91
						Total	$1,756.18	$463.76	$1,292.42	$463.76

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 12

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Dis'd Soldier	2-19-15	603	P 439562	San Fran.	St. Louis, Mo.	$45.60	$12.91	$32.69	$12.91
" "	"	"	439566	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	2-20-15	"	439570	"	Springfield, Mass.	65.60	13.98	51.62	13.98
" Gen. Pris.	3- 4-15	610	400298	"	Philadelphia, Pa.	64.10	14.22	49.88	14.22
" " "	3-15-15	P 13	444146	"	Denver, Colo.	37.50	9.68	27.82	9.68
" " "	3-16-15	"	444156	"	Columbus, O.	55.05	14.19	40.86	14.19
" " "	3-21-15	P 14	400106	"	Richmond, Va.	63.60	13.99	49.61	13.99
" " "	3-26-15	"	400112	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" " "	3-31-15	"	400117	"	Columbus, O.	55.05	14.19	40.86	14.19
" Soldier	3-24-15	P 15	371685	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	3- 8-15	"	438864	"	Nashville, Tenn.	52.60	13.25	39.35	13.25
" "	3- 2-15	"	439460	"	Detroit, Mich.	55.60	14.21	41.39	14.21
" "	3-21-15	"	439617	"	Tullahoma, Tenn.	52.95	12.98	39.97	12.98
" "	"	"	439655	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	439657	"	" "	45.60	12.91	32.69	12.91
" "	"	"	439659	"	" "	45.60	12.91	32.69	12.91
" "	"	"	439661	"	" "	45.60	12.91	32.69	12.91
" "	"	"	439681	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	"	"	439687	"	" "	37.50	9.68	27.82	9.68
" "	"	"	439697	"	" "	37.50	9.68	27.82	9.68
" "	"	"	439707	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	439709	"	Columbus, O.	55.05	14.19	40.86	14.19
" "	"	"	439711	"	Louisville, Ky.	52.60	13.98	38.62	13.98
" "	"	"	439715	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	439723	"	Cincinnati, O.	53.60	14.14	39.46	14.14
" "	"	"	439731	"	Harrisburg, Pa.	62.60	13.76	48.84	13.76
" "	"	"	439743	"	Little Rock, Ark.	48.32	16.21	32.11	16.21
" "	"	P 16	439745	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	439751	"	Tullahoma, Tenn.	52.95	12.98	39.97	12.98
" "	"	"	439753	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	439755	"	" "	45.60	12.91	32.69	12.91
" "	"	"	439765	"	Joplin, Mo.	42.36	13.30	29.06	13.30
" "	3-22-15	"	439767	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	"	"	439769	"	" "	37.50	9.68	27.82	9.68
" "	3-21-15	"	439771	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
					Total	$1,679.23	$441.93	$1,237.30	$441.93

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U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 13

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Dis'd Soldier	3-21-15	P 16	P 439773	San Fran.	Ottawa, Ill.	$48.49	$13.88	$34.61	$13.88
" "	"	"	439781	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	439783	"	Ottawa, Ill.	48.49	13.88	34.61	13.88
" "	"	"	439785	"	" "	48.49	13.88	34.61	13.88
" "	"	"	439791	"	Crab Orchard, Ky.	53.85	12.58	41.27	12.58
" "	"	"	439801	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	"	"	439805	"	Tullahoma, Tenn.	52.95	12.98	39.97	12.98
" "	"	"	439821	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	"	"	439823	"	" "	45.60	12.91	32.69	12.91
" "	"	P 17	439829	"	" "	45.60	12.91	32.69	12.91
" "	"	"	439835	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	"	"	439859	"	Cincinnati, O.	53.60	14.14	39.46	14.14
" "	"	"	439863	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	"	"	439877	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" Gen. Pris.	4- 7-15	P 33	400124	"	Quincy, Ill.	44.91	14.04	30.87	14.04
" " "	4-12-15	"	400128	"	Memphis, Tenn.	49.95	13.09	36.86	13.09
" " "	4-15-15	"	400136	"	Lexington, Ky.	54.65	14.03	40.62	14.03
" " "	4-20-15	"	400140	"	Detroit, Mich.	55.60	14.21	41.39	14.21
" " "	4-24-15	"	400145	"	Ft. Logan, Colo.	37.60	9.62	27.98	9.62
" " "	"	"	400146	"	Denver, Colo.	37.50	9.68	27.82	9.68
" " "	4-27-15	"	400150	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" " "	4-30-15	"	400153	"	" "	45.60	12.91	32.69	12.91
" " "	4-16-15	"	444325	"	New York, N. Y.	64.60	13.91	50.69	13.91
" Soldier	4-17-15	P 34	439963	"	Cincinnati, O.	53.60	14.14	39.46	14.14
" "	"	"	440515	"	" "	53.60	14.14	39.46	14.14
" "	"	"	440525	"	" "	53.60	14.14	39.46	14.14
" "	"	"	440565	"	" "	53.60	14.14	39.46	14.14
" "	"	"	440575	"	" "	53.60	14.14	39.46	14.14
" "	"	"	440623	"	" "	53.60	14.14	39.46	14.14
" "	4-12-15	"	444275	"	Columbus, O.	55.05	14.10	40.95	14.10
" "	4-29-15	"	444371	"	Chester, Mass.	65.60	13.86	51.74	13.86
" "	4-17-15	"	439931	"	Ft. Scott, Kas.	41.12	12.06	29.06	12.06
" "	"	"	444549	"	" "	41.12	12.06	29.06	12.06
" "	"	"	439909	"	Indianapolis, Ind.	51.25	14.08	37.17	14.08
					Total	$1,658.12	$440.33	$1,217.79	$440.33

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd Soldier	5-12-15	P 51	P 400165	San Fran.	St. Louis, Mo.	$45.60	$12.91	$32.69	$12.91
" "	5-28-15	"	400189	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440343	"	" "	136.80	38.73	98.07	38.73
" "	5-15-15	"	440669	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440687	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440695	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440716	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440732	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440753	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440791	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440809	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440815	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440819	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440821	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440831	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440839	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440851	"	" "	45.60	12.91	32.69	12.91
" "	"	"	440859	"	" "	45.60	12.91	32.69	12.91
" "	5-28-15	"	444516	"	" "	45.60	12.91	32.69	12.91
" "	5-15-15	"	440739	"	Kansas City, Mo.	40.00	12.33	27.67	12.33
" "	"	"	440829	"	Chicago, Ill.	50.10	13.96	36.14	13.96
" "	"	"	440961	"	Washington, D. C.	62.60	13.96	48.64	13.96
" "	5-18-15	"	440262	"	Jefferson Barracks	45.99	12.95	33.04	12.95
" "	"	"	440264	"	"	45.99	12.95	33.04	12.95
" "	5-12-15	P 52	444431	"	Denver, Colo.	37.50	9.68	27.82	9.68
" "	5-16-15	"	400172	"	" "	37.50	9.68	27.82	9.68
" "	5- 6-15	"	369449	"	Ft. Logan, Colo.	45.90	11.76	34.14	11.76
" "	5-28-15	"	440347	"	" "	150.60	37.92	112.68	37.92
" "	5-15-15	"	440986	"	Cincinnati, O.	53.60	14.14	39.46	14.14
" "	"	"	440899	"	" "	53.60	14.14	39.46	14.14
" "	"	"	440867	"	" "	53.60	14.14	39.46	14.14
" "	"	"	440863	"	" "	53.60	14.14	39.46	14.14
" "	"	"	440801	"	" "	53.60	14.14	39.46	14.14
" "	"	"	440728	"	" "	53.60	14.14	39.46	14.14
" "	"	"	440710	"	" "	53.60	14.14	39.46	14.14
					Total	$1,848.98	$505.28	$1,343.70	$505.28

Status of Passenger		Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd	Soldier	5-15-15	P 52	P 440855	San Fran.	Indianapolis, Ind.	$51.25	$14.08	$37.17	$14.08
"	"	"	"	440845	"	" "	51.25	14.08	37.17	14.08
"	"	"	"	440823	"	" "	51.25	14.08	37.17	14.08
"	"	5-18-15	"	440293	"	Ft. Leavenworth	40.00	12.47	27.53	12.47
"	"	"	"	440268	"	"	40.00	12.47	27.53	12.47
"	"	"	"	440289	"	"	50.00	15.59	34.41	15.59
"	"	5-19-15	"	440311	"	"	80.00	24.94	55.06	24.94
"	"	5-18-15	"	440303	"	"	80.00	24.94	55.06	24.94
"	"	5-15-15	P 53	440948	"	Columbus, O.	55.05	14.19	40.86	14.19
"	"	"	"	440946	"	" "	55.05	14.19	40.86	14.19
"	"	"	"	440763	"	" "	55.05	14.19	40.86	14.19
"	"	"	"	440691	"	" "	55.05	14.19	40.86	14.19
"	"	"	"	440683	"	" "	55.05	14.19	40.86	14.19
"	"	6- 3-15	P 72	400195	"	Chicago, Ill.	50.10	13.96	36.14	13.96
"	"	6- 9-15	P 72½	400199	"	Springfield, Ill.	46.45	12.51	33.94	12.51
	"	6-11-15	P 72	400201	"	Chattanooga, Tenn.	53.60	13.44	40.16	13.44
	"	6-15-15	"	441083	"	French Lick, Ind.	51.25	13.46	37.79	13.46
"	"	"	"	441097	"	Buffalo, N. Y.	59.65	14.51	45.14	14.51
"	"	"	"	441174	"	Boston, Mass.	67.10	14.96	52.14	14.96
"	"	"	P 72½	441180	"	Carson City, Mich.	54.85	14.69	40.16	14.69
"	"	"	P 72	441215	"	New Rochelle, N. Y.	65.00	13.91	51.09	13.91
"	"	"	"	441298	"	Marshall, Mo.	41.89	12.33	29.56	12.33
"	"	"	"	441308	"	Rotterdam, N. Y.	64.60	13.93	50.67	13.93
"	"	6-10-15	"	444571	"	Pittsburgh, Pa.	68.60	16.91	51.69	16.91
"	"	6-27-15	P 73	400216	"	Denver, Colo.	37.50	9.68	27.82	9.68
"	"	6-15-15	"	441039	"	" "	37.50	9.68	27.82	9.68
"	"	"	"	441146	"	" "	37.50	9.68	27.82	9.68
"	"	"	"	441154	"	" "	37.50	9.68	27.82	9.68
"	"	"	"	441160	"	" "	37.50	9.68	27.82	9.68
"	"	"	"	441294	"	" "	37.50	9.68	27.82	9.68
"	"	"	"	441302	"	" "	37.50	9.68	27.82	9.68
"	"	"	"	444612	"	" "	37.50	9.68	27.82	9.68
"	"	"	"	441055	"	Cincinnati, O.	53.60	14.14	39.46	14.14
"	"	"	"	441087	"	" "	53.60	14.14	39.46	14.14
						Total	$1,749.29	$463.93	$1,285.36	$463.93

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 17

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd Soldier	6-15-15	P 73	P 441093	San Fran.	Cincinnati, O.	$53.60	$14.14	$39.46	$14.14
" "	"	"	441166	"	" "	53.60	14.14	39.46	14.14
" "	"	"	441168	"	" "	53.60	14.14	39.46	14.14
" "	6-17-15	"	400208	"	Columbus, O.	55.05	14.19	40.86	14.19
" "	6-15-15	"	441010	"	" "	55.05	14.19	40.86	14.19
" "	"	"	441178	"	" "	55.05	14.19	40.86	14.19
" "	"	"	441033	"	Indianapolis, Ind.	51.25	14.08	37.17	14.08
" "	"	"	441085	"	" "	51.25	14.08	37.17	14.08
" "	"	"	441109	"	" "	51.25	14.08	37.17	14.08
" "	"	"	441170	"	" "	51.25	14.08	37.17	14.08
" "	6-27-15	P 74	400217	"	St. Louis, Mo.	45.60	12.91	32.69	12.91
" "	6-28-15	"	400218	"	" "	45.60	12.91	32.69	12.91
" "	6-15-15	"	441061	"	" "	45.60	12.91	32.69	12.91
" "	"	"	441077	"	" "	45.60	12.91	32.69	12.91
" "	"	"	441195	"	" "	45.60	12.91	32.69	12.91
" "	6-24-15	"	444668	"	" "	45.60	12.91	32.69	12.91
" "	6-15-15	"	441164	"	New York, N. Y.	64.60	13.91	50.69	13.91
" "	"	"	441213	"	" "	64.60	13.91	50.69	13.91
" "	"	"	441236	"	" "	64.60	13.91	50.69	13.91
" "	"	"	441240	"	" "	64.60	13.91	50.69	13.91
" "	"	"	441250	"	" "	64.60	13.91	50.69	13.91
" "	"	"	441258	"	" "	64.60	13.91	50.69	13.91
" "	"	"	441280	"	" "	64.60	13.91	50.69	13.91
" "	"	"	441284	"	" "	64.60	13.91	50.69	13.91
" "	7-14-15	P 90	403385	"	Burlington, Ia.	46.00	15.53	30.47	15.53
" "	7-11-15	"	400232	"	Columbus, O.	55.05	15.69	39.36	15.69
" "	7-16-15	"	441427	"	Chicago, Ill.	50.10	15.46	34.64	15.46
" "	"	"	441351	"	Crawfordsville	50.62	15.55	35.07	15.55
" "	"	"	441548	"	Durango, Colo.	48.50	9.88	38.62	9.88
" "	7-31-15	"	400249	"	Denver, Colo.	37.50	11.07	26.43	11.07
" "	7-16-15	"	441501	"	Indianapolis, Ind.	51.25	15.58	35.67	15.58
" "	"	"	441407	"	" "	51.25	15.58	35.67	15.58
" "	"	"	441367	"	" "	51.25	15.58	35.67	15.58
" "	"	"	441823	"	Nashville, Tenn.	62.60	17.61	44.99	17.61
" "	7-22-15	"	400238	"	New York, N. Y.	64.60	15.31	49.29	15.31
					Total	$1,890.07	$492.89	$1,397.18	$492.89

Total							$1,890.07	$492.89	$1,397.18	$492.89

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 18

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Dis'd Soldier	7- 4-15	P 90	P 400226	San Fran.	Pueblo, Colo.	$37.50	$11.07	$26.43	$11.07
" "	7-16-15	"	441513	"	Springfield, Mass.	65.60	15.48	50.12	15.48
" "	7-29-15	"	400248	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" "	7-16-15	"	441335	"	" "	45.60	14.40	31.20	14.40
" "	"	"	441329	"	" "	45.60	14.40	31.20	14.40
" "	"	"	441325	"	" "	45.60	14.40	31.20	14.40
" "	7- 9-15	P 90½	440480	"	Syracuse, N. Y.	63.60	16.43	47.17	16.43
" "	7-16-15	P 91	441541	"	Denver, Colo.	37.50	11.07	26.43	11.07
" "	"	"	441413	"	" "	37.50	11.07	26.43	11.07
" "	"	"	441419	"	" "	37.50	11.07	26.43	11.07
" "	"	"	441425	"	" "	37.50	11.07	26.43	11.07
" "	7-14-15	"	403718	"	" "	37.50	11.07	26.43	11.07
" "	7-16-15	"	441440	"	" "	37.50	11.07	26.43	11.07
" "	"	"	441438	"	" "	37.50	11.07	26.43	11.07
" "	"	"	441498	"	" "	37.50	11.07	26.43	11.07
" "	"	"	441488	"	" "	37.50	11.07	26.43	11.07
" "	"	"	441484	"	" "	37.50	11.07	26.43	11.07
" "	"	"	441466	"	" "	37.50	11.07	26.43	11.07
" "	"	"	441415	"	" "	37.50	11.07	26.43	11.07
" "	"	"	441421	"	" "	37.50	11.07	26.43	11.07
" "	"	"	441537	"	" "	37.50	11.07	26.43	11.07
" "	"	"	441411	"	" "	37.50	11.07	26.43	11.07
" "	7-31-15	"	403785	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" "	7-15-15	"	403728	"	" "	45.60	14.40	31.20	14.40
" "	7-16-15	"	441456	"	" "	45.60	14.40	31.20	14.40
" "	8- 2-15	P 110	403797	"	Jefferson Barracks	45.99	14.45	31.54	14.45
" "	8- 1-15	"	403793	"	Ottawa, Ill.	48.49	15.38	33.11	15.38
" "	"	"	403791	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" Gen. Pris.	8-17-15	P 112	402965	"	Denver, Colo.	37.50	11.07	26.43	11.07
" " "	8- 5-15	"	402951	"	Indianapolis, Ind.	51.25	15.58	35.67	15.58
" " "	8-29-15	"	402972	"	New York, N. Y.	64.60	15.31	49.29	15.31
" " "	8- 5-15	"	402952	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" " "	8-28-15	"	402969	"	" "	45.60	14.40	31.20	14.40
" " "	8- 7-15	"	402956	"	Piedmont, W. Va.	62.59	15.70	46.89	15.70
					Total	$1,495.62	$440.52	$1,055.10	$440.52

Status of Passenger		Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd Soldier		8–12–15	P 114	P 403467	San Fran.	Denver, Colo.	$37.50	$11.07	$26.43	$11.07
"	"	8–16–15	"	441631	"	" "	37.50	11.07	26.43	11.07
"	"	"	"	441621	"	" "	37.50	11.07	26.43	11.07
"	"	"	"	441673	"	" "	37.50	11.07	26.43	11.07
"	"	"	"	441605	"	" "	37.50	11.07	26.43	11.07
"	"	"	"	441601	"	" "	37.50	11.07	26.43	11.07
"	"	"	"	441743	"	New York, N. Y.	64.60	15.31	49.29	15.31
"	"	"	"	441669	"	" "	64.60	15.31	49.29	15.31
"	"	"	"	441719	"	" "	64.60	15.31	49.29	15.31
"	"	"	"	441715	"	" "	64.60	15.31	49.29	15.31
"	"	"	"	401483	"	" "	64.60	15.31	49.29	15.31
"	"	"	"	441717	"	" "	64.60	15.31	49.29	15.31
"	"	"	"	401551	"	" "	64.60	15.31	49.29	15.31
"	"	"	"	441681	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
"	"	"	"	441683	"	" "	45.60	14.40	31.20	14.40
"	"	"	"	441695	"	" "	45.60	14.40	31.20	14.40
"	"	"	"	441653	"	" "	45.60	14.40	31.20	14.40
"	"	"	"	441649	"	" "	45.60	14.40	31.20	14.40
"	"	"	P 115	401531	"	" "	45.60	14.40	31.20	14.40
"	"	"	"	401539	"	" "	45.60	14.40	31.20	14.40
"	"	"	"	401547	"	" "	45.60	14.40	31.20	14.40
"	"	"	"	401451	"	" "	45.60	14.40	31.20	14.40
"	"	"	"	441629	"	Columbus, Ohio	55.05	15.69	39.36	15.69
"	"	"	"	441745	"	" "	55.05	15.69	39.36	15.69
"	"	"	"	441783	"	Saginaw, Mich.	55.53	16.68	38.85	16.68
"	"	"	"	441643	"	Ft. Logan, Colo.	37.65	10.89	26.76	10.89
"	"	"	"	441645	"	Louisville, Ky.	53.60	16.46	37.14	16.46
"	"	"	"	401461	"	Springfield, Mass.	65.60	15.48	50.12	15.48
"	"	"	P 115¾	401455	"	Philadelphia, Pa.	64.10	15.60	48.50	15.60
"	"	"	"	401543	"	Cherryvale, Kas.	40.00	12.93	27.07	12.93
"	"	"	"	401535	"	McAlester, Okla.	42.50	14.24	28.26	14.24
"	"	"	"	441795	"	Waynesburg, Ky.	53.60	14.01	39.59	14.01
"	"	9–22–15	P 127	469773	"	Denver, Colo.	75.00	22.14	52.86	22.14
"	"	9–31–15	"	403925	"	Clifford, Mich.	66.88	19.95	46.93	19.95
"	"	9–16–15	"	403991	"	Kansas City, Mo.	40.00	13.71	26.29	13.71
						Total	$1,792.16	$506.66	$1,285.50	$506.66

						Total	$1,792.16	$506.66	$1,285.50	$506.66

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 20

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Dis'd Soldier	9-22-15	P 127	P 469771	San Fran.	Parkersburg, W. Va.	$57.55	$15.62	$41.93	$15.62
" Gen. Pris.	9-10-15	P 128	402984	"	Denver, Colo.	37.50	11.07	26.43	11.07
" " "	9- 9-15	"	402983	"	" "	37.50	11.07	26.43	11.07
" " "	9- 6-15	"	402981	"	Chattanooga, Tenn.	53.60	14.94	38.66	14.94
" " "	9-15-15	"	402991	"	" "	53.60	14.94	38.66	14.94
" " "	9-26-15	"	403201	"	Columbus, O.	55.05	15.69	39.36	15.69
" " "	9-23-15	"	402998	"	Galesburg, Ill.	46.89	15.49	31.40	15.49
" " "	9-10-15	"	402986	"	New York, N. Y.	64.60	15.31	49.29	15.31
" " "	9-19-15	"	402997	"	" "	64.60	15.31	49.29	15.31
" Soldier	9-16-15	P 129	401593	"	Denver, Colo.	37.50	11.07	26.43	11.07
" "	9-10-15	"	403574	"	" "	37.50	11.07	26.43	11.07
" "	9-16-15	"	401663	"	" "	37.50	11.07	26.43	11.07
" "	"	"	401745	"	Beatrice, Neb.	40.00	12.32	27.68	12.32
" "	9-11-15	"	402992	"	Chicago, Ill.	50.10	15.46	34.64	15.46
" "	9-16-15	"	401645	"	" "	50.10	15.46	34.64	15.46
" "	"	"	401581	"	Columbus, O.	55.05	15.69	39.36	15.69
" "	"	"	401577	"	Kansas City, Mo.	40.00	13.71	26.29	13.71
" "	"	"	401749	"	New Rochelle, N. Y.	65.00	15.31	49.69	15.31
" "	"	"	401653	"	New York, N. Y.	64.60	15.31	49.29	15.31
" "	"	"	401659	"	" "	64.60	15.31	49.29	15.31
" "	"	"	401661	"	" "	64.60	15.31	49.29	15.31
" "	"	"	401688	"	" "	64.60	15.31	49.29	15.31
" "	"	"	401692	"	" "	64.60	15.31	49.29	15.31
" "	"	"	401641	"	Niagara Falls, N. Y.	59.65	15.51	44.14	15.51
" "	"	"	401683	"	Reading, Pa.	64.10	15.36	48.74	15.36
" "	"	"	401685	"	Richmond, Va.	63.60	15.49	48.11	15.49
" "	9-22-15	P 129½	401851	"	LaSalle, Ill.	48.19	15.39	32.80	15.39
" "	9-16-15	"	401677	"	Philadelphia, Pa.	64.10	15.60	48.50	15.60
" "	"	P 130	401643	"	Chicago, Ill.	50.10	15.56	34.64	15.46
" "	"	"	401621	"	Ottawa, Ill.	48.49	15.38	33.11	15.38
" "	"	"	401605	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" "	"	"	401957	"	" "	45.60	14.40	31.20	14.40
" "	"	"	401743	"	" "	45.60	14.40	31.20	14.40
" "	"	"	401741	"	" "	45.60	14.40	31.20	14.40
" "	"	"	401739	"	" "	45.60	14.40	31.20	14.40
					Total	$1,832.87	$507.34	$1,325.53	$507.34

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 21

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd Soldier	9-16-15	P 130	P 401587	San Fran.	Tullahoma, Tenn.	$52.95	$14.48	$38.47	$14.48
" "	9- 2-15	P 130½	403564	"	Elko, Nev.	20.95	1.05	19.90	1.05
" "	10-23-15	P 144	448907	"	Denver, Colo.	37.50	11.07	26.43	11.07
" "	"	"	448909	"	" "	37.50	11.07	26.43	11.07
" "	10-19-15	"	448891	"	" "	37.50	11.07	26.43	11.07
" "	10-13-15	"	448864	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" Gen. Pris.	10-22-15	P 145	403229	"	Denver, Colo.	37.50	11.07	26.43	11.07
" " "	10- 8-15	"	403217	"	" "	37.50	11.07	26.43	11.07
" " "	10- 1-15	"	403206	"	Chattanooga, Tenn.	53.60	14.94	38.66	14.94
" " "	10-18-15	"	403226	"	Cincinnati, O.	53.60	15.64	37.96	15.64
" " "	10-28-15	"	403234	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" " "	10-13-15	"	403222	"	" "	45.60	14.40	31.20	14.40
" Soldier	10-12-15	P 146	469839	"	Tullahoma, Tenn.	52.95	14.48	38.47	14.48
" "	11-15-15	P 161	470061	"	Denver, Colo.	37.50	11.07	26.43	11.07
" "	"	"	470040	"	" "	37.50	11.07	26.43	11.07
" "	11-26-15	"	470173	"	Columbus, O.	55.05	15.69	39.36	15.69
" "	11-29-15	"	470185	"	Tullahoma, Tenn.	52.95	14.48	38.47	14.48
" Gen. Pris.	"	P 163	403017	"	Detroit, Mich.	55.60	15.59	40.01	15.59
" " "	11-25-15	"	403011	"	Indianapolis, Ind.	51.25	15.58	35.67	15.58
" " "	11-15-15	"	403003	"	New Castle, Ind.	52.40	15.66	36.74	15.66
" " "	11-11-15	"	403246	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" " "	11-10-15	"	403243	"	" "	45.60	14.40	31.20	14.40
" " "	11- 6-15	"	403239	"	" "	45.60	14.40	31.20	14.40
" Soldier	11-18-15	P 164	402407	"	Colo. Springs, Colo.	45.55	13.26	32.29	13.26
" "	11-17-15	"	402047	"	Aurora, Mo.	43.51	13.97	29.54	13.97
" "	11-20-15	"	448968	"	Chattanooga, Tenn.	53.60	14.94	38.66	14.94
" "	11-15-15	"	448951	"	Columbus, O.	55.05	15.69	39.36	15.69
" "	11-29-15	"	471354	"	" "	55.05	15.69	39.36	15.69
" "	11-17-15	"	402045	"	Hutchinson, Kas.	40.00	13.04	26.96	13.04
" "	11-11-15	"	448945	"	New York, N. Y.	64.60	15.31	49.29	15.31
" "	11-17-15	"	448956	"	" "	64.60	15.31	49.29	15.31
" "	11-25-15	"	448992	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" "	11-17-15	"	402065	"	" "	45.60	14.40	31.20	14.40
" "	"	"	402051	"	" "	45.60	14.40	31.20	14.40
" "	11-18-15	"	402409	"	Springfield, Ill.	56.45	17.10	39.35	17.10
					Total	$1,652.61	$478.99	$1,173.62	$478.99

U. S. GOVT. WAR DEPARTMENT REQUESTS

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Dis'd Soldier	11-17-15	P 165	P 402023	San Fran.	Denver, Colo.	$37.50	$11.07	$26.43	$11.07
" "	"	P 167	402055	"	Cincinnati, O.	53.60	15.64	37.96	15.64
" "	12-16-15	P 177	471615	"	Salt Lake, Utah	30.00	1.50	28.50	1.50
" "	12-13-15	"	470238	"	Tullahoma, Tenn.	52.95	14.48	38.47	14.48
" "	12-24-15	"	471645	"	Philadelphia, Pa.	69.10	16.65	51.45	16.65
" "	12- 4-15	P 178	402067	"	Columbus, O.	55.05	15.69	39.36	15.69
" "	12-23-15	"	402134	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" "	12- 9-15	"	471372	"	Vermillion, O.	56.73	15.50	41.23	15.50
" "	12-28-15	"	471413	"	Springfield, Tenn.	51.99	14.11	37.88	14.11
" "	"	"	471419	"	Brooklyn, N. Y.	68.10	16.65	51.45	16.65
" Gen. Pris.	12-12-15	P 179	403035	"	Denver, Colo.	37.50	11.07	26.43	11.07
" " "	12-25-15	"	403049	"	Chattanooga, Tenn.	54.00	15.03	38.97	15.03
" " "	12-18-15	"	403043	"	Columbus, O.	55.05	15.69	39.36	15.69
" " "	12-31-15	"	403054	"	Leavenworth, Kas.	40.00	13.85	26.15	13.85
" " "	12-21-15	"	403046	"	" "	40.00	13.85	26.15	13.85
" " "	12- 3-15	"	403025	"	" "	40.00	13.85	26.15	13.85
" " "	12-14-15	"	403038	"	New York, N. Y.	64.60	15.31	49.29	15.31
" " "	12- 7-15	"	403027	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" " "	12-10-15	"	403034	"	" "	45.60	14.40	31.20	14.40
" " "	12-16-15	"	403040	"	" "	45.60	14.40	31.20	14.40
" " "	12-23-15	"	403047	"	" "	45.60	14.40	31.20	14.40
" " "	1-12-16	P 188	WQ 4519	"	Cincinnati, O.	54.00	15.68	38.32	15.68
" " "	1-11-16	"	4518	"	Columbus, O.	55.75	15.79	39.96	15.79
" " "	1- 6-16	"	4511	"	Kansas City, Mo.	40.00	13.71	26.29	13.71
" " "	1-16-16	"	4524	"	Louisville, Ky.	52.60	15.46	37.14	15.46
" " "	1- 3-16	"	4503	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" " "	1-30-16	"	4541	"	Sallisaw, Okla.	43.90	13.34	30.56	13.34
" " "	1- 9-16	P 188½	4514	"	New York, N. Y.	68.10	16.65	51.45	16.65
" " "	1-30-16	"	4537	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" Soldier	1-22-16	P 189	4057	"	Denver, Colo.	37.50	11.07	26.43	11.07
" "	1- 1-16	"	P 402821	"	Cincinnati, O.	54.00	15.68	38.32	15.68
" "	1- 4-16	"	WQ 4005	"	Dayton, O.	54.00	15.68	38.32	15.68
" "	1-18-16	"	3695	"	Kansas City, Mo.	40.00	13.71	26.29	13.71
" "	"	"	3707	"	St. Louis, Mo.	45.60	14.35	31.25	14.35
					Total	$1,669.82	$481.86	$1,187.96	$481.86

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 23

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Dis'd Soldier	2-24-16	P 195	WQ 4100	San Fran.	Chicago, Ill.	$50.10	$15.46	$34.64	$15.46
" "	2- 7-16	"	4549	"	Columbus, O.	55.75	15.79	39.96	15.79
" "	2-29-16	"	3989	"	" "	55.75	15.79	39.96	15.79
" "	2-19-16	"	3953	"	" "	55.75	15.79	39.96	15.75
" "	2-21-16	"	4563	"	Leavenworth, Kas.	40.00	13.85	26.15	13.89
" "	2- 4-16	"	4544	"	" "	40.00	13.85	26.15	13.85
" "	2- 9-16	"	4552	"	Lexington, Ky.	54.00	14.88	39.12	14.88
" "	2- 6-16	"	4079	"	Richmond, Ind.	53.05	15.24	37.81	15.24
" "	2-25-16	"	4124	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" "	2-18-16	"	4562	"	" "	45.60	14.40	31.20	14.40
" "	2- 5-16	"	4545	"	" "	45.60	14.40	31.20	14.40
" "	2-16-16	P 195½	4091	"	Creston, Ill.	48.67	15.31	33.36	15.31
" "	2-23-16	"	4108	"	Detroit, Mich.	56.83	15.78	41.05	15.78
" "	2-20-16	"	3949	"	Philadelphia, Pa.	68.10	16.65	51.45	16.65
" "	2-15-16	"	4088	"	Vermillion, O.	56.86	15.37	41.49	15.37
" "	3-24-16	P 204	4223	"	Denver, Colo.	37.50	11.07	26.43	11.07
" "	3-20-16	"	5667	"	" "	37.50	11.07	26.43	11.07
" "	3-24-16	"	4219	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" "	3-27-16	"	4606	"	Sedalia, Mo.	42.85	13.83	29.02	13.83
" "	3-20-16	"	5665	"	Tullahoma, Tenn.	52.95	14.49	38.46	14.49
" "	4-18-16	P 217	6392	"	Little Rock, Ark.	48.32	17.53	30.79	17.53
" "	4-14-16	"	4266	"	Paw Paw, W. Va.	64.80	13.85	50.95	13.85
" "	4-30-16	"	4232	"	Vermillion, O.	57.15	15.71	41.44	15.71
" "	4-11-16	"	84810	"	Wilmington, Del.	78.10	19.55	58.55	19.55
" "	4-13-16	"	5155	"	Chicago, Ill.	60.10	18.53	41.57	18.53
" "	4- 4-16	"	4243	"	Columbus, O.	55.75	15.79	39.96	15.79
" "	4-14-16	"	4263	"	Indianapolis, Ind.	51.25	15.58	35.67	15.58
" Gen. Pris.	4-24-16	P 218	4643	"	Colo. Springs, Colo.	37.50	11.07	26.43	11.07
" " "	4- 7-16	"	4620	"	Denver, Colo.	37.50	11.07	26.43	11.07
" " "	4-30-16	"	4650	"	Columbus, O.	55.75	15.79	39.96	15.79
" " "	4-14-16	"	4635	"	" "	55.75	15.79	39.96	15.79
" " "	4-10-16	"	4631	"	Leavenworth, Kas.	40.00	13.85	26.15	13.85
" " "	4- 9-16	"	4628	"	New York, N. Y.	68.10	16.65	51.45	16.65
" " "	4-13-16	"	5257	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" " "	4-20-16	"	4640	"	" "	45.60	14.40	31.20	14.40
					Total	$1,789.33	$521.38	$1,267.95	$521.38

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 24

U. S. GOVT. WAR DEPARTMENT REQUESTS

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd Soldier	5-20-16	P 231	WQ 6907	San Fran.	Amboy, Ind.	$52.00	$15.30	$36.70	$15.30
" "	5-29-16	"	4330	"	Detroit, Mich.	56.83	15.78	41.05	15.78
" "	5-13-16	"	4310	"	Evansville, Ind.	49.80	14.30	35.50	14.30
" "	5-22-16	"	6983	"	Kansas City, Mo.	40.00	13.71	26.29	13.71
" "	5-20-16	"	6920	"	Kingfisher, Okla.	40.00	9.31	30.69	9.31
" "	5-13-16	"	4314	"	Sedalia, Mo.	42.85	13.83	29.02	13.83
" Gen. Pris.	5-28-16	P 232	4681	"	Columbus, O.	55.75	15.79	39.96	15.79
" " "	"	"	4679	"	" "	55.75	15.79	39.96	15.79
" " "	5-26-16	"	4677	"	Denver, Colo.	37.50	11.07	26.43	11.07
" " "	5-12-16	"	4666	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" " "	5- 7-16	"	4662	"	" "	45.60	14.40	31.20	14.40
" " "	5- 6-16	"	4657	"	" "	45.60	14.40	31.20	14.40
" Soldier	5-29-16	P 243	4332	"	New York, N. Y.	68.10	16.65	51.45	16.65
" Gen. Pris.	6-23-16	P 245	4702	"	Colorado Sps., Colo.	37.50	11.07	26.43	11.07
" " "	6- 6-16	"	4686	"	Columbus, O.	55.75	15.79	39.96	15.79
" " "	6-13-16	"	4692	"	Joplin, Mo.	42.36	14.75	27.61	14.75
" " "	6-11-16	"	4689	"	Leavenworth, Kas.	40.00	13.85	26.15	13.85
" " "	6- 2-16	"	4683	"	" "	40.00	13.85	26.15	13.85
" " "	6-20-16	"	4696	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" " "	6-19-16	"	4695	"	" "	45.60	14.40	31.20	14.40
" " "	6-22-16	P 245½	4701	"	Decatur, Ala.	52.35	14.10	38.25	14.10
" " "	6-30-16	"	4709	"	Mattoon, Ill.	48.27	15.35	32.92	15.35
" " "	6-22-16	P 246	4698	"	Baltimore, Md.	67.60	16.65	50.95	16.65
" " "	6-31-16	"	4690	"	Mt. Vernon, N. Y.	68.45	16.70	51.75	16.70
" Soldier	6- 3-16	P 247	4380	"	Chicago, Ill.	50.10	15.46	34.64	15.46
" "	6- 1-16	"	4370	"	Decatur, Ill.	47.43	14.69	32.74	14.69
" "	6- 9-16	"	4393	"	Denver, Colo.	37.50	11.07	26.43	11.07
" "	"	"	4397	"	Evansville, Ind.	49.80	14.30	35.50	14.30
" "	"	"	4395	"	Ramsey, Ill.	47.29	14.40	32.89	14.40
" "	6- 1-16	"	4372	"	Salt Lake, Utah	30.00	1.50	28.50	1.50
" "	6-13-16	P 247½	4407	"	Cheyenne, Wyo.	37.50	10.34	27.16	10.34
" "	6- 9-16	"	4389	"	Chicago, Ill.	50.10	15.46	34.64	15.46
" Gen. Pris.	7-12-16	P 254	4726	"	Atlanta, Ga.	56.80	15.33	41.47	15.33
" " "	7- 9-16	"	4725	"	St. Louis, Mo.	45.60	14.40	31.20	14.40
" Soldier	7-29-16	P 255	4442	"	Washington, D. C.	67.60	16.46	51.14	16.46
					Total	$1,698.58	$489.05	$1,209.53	$489.05

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 25

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd Gen. Pris.	7-23-16	P 8	WQ 4735	San Fran.	Galatia, Ill.	$48.90	$16.02	$32.88	$16.02
" " "	7-26-16	"	4737	"	Pueblo, Colo.	37.50	11.07	26.43	11.07
" " "	7-25-16	"	4736	"	Columbus, O.	55.75	15.83	39.92	15.83
" Soldier	8-16-16	P 21	7702	"	Campbell, Neb.	50.00	12.06	37.94	12.06
" Gen. Pris.	8-21-16	P 22	4762	"	Denver, Colo.	37.50	11.07	26.43	11.07
" "	8-25-16	"	4768	"	Eldorado, Ill.	53.05	16.29	36.76	16.29
" " "	8- 1-16	"	4747	"	Roanoke, Va.	62.32	15.40	46.92	15.40
" " "	8-24-16	"	4767	"	St. Louis, Mo.	49.25	15.36	33.89	15.36
" " "	8-19-16	"	4758	"	Wiggins, Colo.	39.10	11.15	27.95	11.15
" " "	8-18-16	"	4757	"	Chattanooga, Tenn.	4.50	.93	3.57	.93
" " "	9- 4-16	P 37	4777	"	Denver, Colo.	37.50	11.07	26.43	11.07
" " "	9- 6-16	"	4778	"	Vincennes, Ind.	53.13	15.80	37.33	15.80
" " "	9-22-16	"	4791	"	Cairo, Ill.	52.77	15.97	36.80	15.97
" " "	"	"	4792	"	Cincinnati, O.	57.37	16.55	40.82	16.55
" Soldier	10-31-16	P 53	133623	"	Buffalo, N. Y.	72.45	19.16	53.29	19.16
" Gen. Pris.	10- 7-16	P 54	115854	"	Clarksburg, W. Va.	64.16	16.53	47.63	16.53
" " "	10- 8-16	"	115856	"	Leavenworth, Kas.	42.50	14.71	27.79	14.71
" " "	10-15-16	"	115861	"	Lexington, Ky.	57.37	15.56	41.81	15.56
" " "	10-28-16	"	115874	"	Philadelphia, Pa.	71.75	17.31	54.44	17.31
" " "	10- 8-16	"	115855	"	St. Louis, Mo.	49.25	15.36	33.89	15.36
" " "	10-19-16	"	115867	"	Washington, D. C.	71.15	17.30	53.85	17.30
" " "	10-10-16	"	115859	"	Cincinnati, O.	57.37	16.55	40.82	16.55
" " "	11-23-16	P 70	115900	"	Salt Lake City	30.00	1.50	28.50	1.50
" " "	11-17-16	"	115894	"	Columbia, S. C.	65.72	16.10	49.62	16.10
" " "	11- 4-16	"	115880	"	Muskogee, Okla.	45.00	13.77	31.23	13.77
" " "	11-10-16	"	115886	"	" "	45.00	13.77	31.23	13.77
" " "	11- 6-16	"	115884	"	Paducah, Ky.	53.01	16.25	36.76	16.25
" " "	11- 5-16	"	115883	"	St. Louis, Mo.	49.25	15.36	33.89	15.36
" " "	11-12-16	"	115891	"	" "	49.25	15.36	33.89	15.36
" " "	11- 3-16	"	115878	"	Utica, N. Y.	69.70	16.85	52.85	16.85
" " "	11-12-16	"	115888	"	Washington, D. C.	71.15	17.31	53.84	17.31
" " "	12- 2-16	P 82	115928	"	Denver, Colo.	37.50	11.36	26.14	11.36
" " "	12- 3-16	"	115909	"	Jersey City, N. J.	71.75	17.23	54.52	17.23
" " "	12- 9-16	"	115915	"	Philadelphia, Pa.	71.75	17.31	54.44	17.31
" " "	12- 2-16	"	115908	"	St. Louis, Mo.	49.25	15.36	33.89	15.36
					Total	$1,832.97	$504.58	$1,328.39	$504.58

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 26

Balance

U. S. GOVT. WAR DEPARTMENT REQUESTS

Status of Passenger	*Date.*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Dis'd Gen. Pris.	1- 5-17	P 93	WQ 115938	San Fran	Columbus, O.	$58.91	$16.68	$42.23	$16.68
" " "	1-25-17	"	115954	"	Cleveland, O.	60.90	16.85	44.05	16.85
" " "	1-12-17	"	115946	"	Memphis, Tenn.	53.01	15.09	37.92	15.09
Chg. cost to Sold.	1-13-17	P 94	136457	"	Salt Lake City	30.00	1.50	28.50	1.50
" " "	1-10-17	"	135541	"	" " "	30.00	1.50	28.50	1.50
" " "	1-31-17	"	136538	"	" " "	30.00	1.50	28.50	1.50
Maj. U.S.A. Ret.	3-29-17	P 122	215077	Elko	Sacramento	18.45	.92	17.53	.92
Dis'd Gen. Pris.	3-28-17	"	116055	San Fran.	Salt Lake City	30.00	1.50	28.50	1.50
" " "	3- 7-17	"	116011	"	Cincinnati, O.	57.37	16.55	40.82	16.55
Deceased Sold.	3-19-17	"	136801	"	Wilmington, N. C.	71.17	18.17	53.00	18.17
Chg. cost to Sold.	3- 7-17	"	131988	"	Ft. Leavenworth, Kas.	42.50	14.71	27.79	14.71
Deceased Sold.	3-19-17	"	136799	"	Vaiden, Miss.	60.51	16.48	44.03	16.48
Dis'd Gen. Pris.	3-13-17	"	116020	"	Kansas City, Mo.	42.50	14.58	27.92	14.58
" " "	3- 5-17	"	116010	"	Nashville, Tenn.	56.40	16.26	40.14	16.26
" " "	3-28-17	"	116054	"	Birmingham, Ala.	56.40	15.93	40.47	15.93
Maj. U.S.A. Ret.	2-10-17	P 107	135082	Elko	San Francisco	20.95	1.05	19.90	1.05
" " "	2-17-17	"	214870	Sacto.	Elko, Nev.	18.45	.92	17.53	.92
" " "	2-10-17	"	135081	"	" "	18.45	.92	17.53	.92
Apn't for Enlist.	2- 7-17	P 108	115965	San Fran.	Jackson, Ky.	60.02	15.72	44.30	15.72
" " "	2-14-17	"	115975	"	Philadelphia, Pa.	71.75	17.31	54.44	17.31
" " "	2-16-17	"	115978	"	Kansas City, Mo.	42.50	14.58	27.92	14.58
Army Nurse	2-13-17	P 109	8906	"	Hanover, Pa.	77.34	19.09	58.25	19.09
" "	2-27-17	"	8926	"	Philadelphia, Pa.	79.25	19.62	59.63	19.62
" "	"	"	8928	"	" "	.70	.20	.50	.20
Chg. cost to Sold.	2-13-17	P 111	137261	Salt Lake C.	San Fran.	30.00	1.50	28.50	1.50
" " "	2- 5-17	"	137252	" " "	"	60.00	3.00	57.00	3.00
" " "	1-31-17	"	133495	" " "	"	90.00	4.50	85.50	4.50
" " "	2-23-17	"	131933	San Fran.	Ft. Leavenworth	85.00	29.42	55.58	29.42
" " "	2-14-17	"	131885	"	"	42.50	14.71	27.79	14.71
" " "	2- 3-17	"	131830	"	"	42.50	14.71	27.79	14.71
" " "	2-28-17	"	136687	"	Ft. Logan, Colo.	37.85	11.37	26.48	11.37
" " "	"	"	131951	"	" "	37.85	11.37	26.48	11.37
" " "	2-10-17	"	136587	"	" "	75.70	22.74	52.96	22.74
" " "	2- 2-17	"	131822	"	Jefferson Barracks	49.64	13.96	35.68	13.96
					Total	$1,638.57	$384.91	$1,253.66	$384.91

U. S. GOVT. WAR DEPARTMENT RFQUESTS

Sheet No. 27

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Applicant	4- 7-17	P 148	WQ 137388	Salt Lake	San Fran.	$360.00	$18.00	$342.00	$18.00
"	4-13-17	"	137399	"	"	30.00	1.50	28.50	1.50
"	4-11-17	"	137397	"	"	90.00	4.50	85.50	4.50
"	4- 9-17	"	137393	"	"	90.00	4.50	85.50	4.50
"	4-28-17	"	137493	"	"	120.00	6.00	114.00	6.00
"	4-10-17	"	137395	"	"	30.00	1.50	28.50	1.50
"	4-30-17	P 148½	136856	"	"	90.00	4.50	85.50	4.50
"	4-28-17	"	137381	"	"	30.00	1.50	28.50	1.50
"	4-18-17	P 148	137460	San Fran.	Salt Lake City	30.00	1.50	28.50	1.50
"	4- 7-17	"	137389	"	" "	30.00	1.50	28.50	1.50
"	4- 5-17	"	136881	"	" "	90.00	4.50	85.50	4.50
"	5- 5-17	P 187	137510	Salt Lake	Oakland	30.00	1.50	28.50	1.50
"	5-10-17	"	137527	"	Palisade, Nev.	10.35	.52	9.83	.52
"	5-12-17	"	217553	"	San Fran.	30.00	1.50	28.50	1.50
"	5-10-17	"	137523	"	Palisade, Nev.	10.35	.52	9.83	.52
"	5- 8-17	"	137518	"	San Francisco	30.00	1.50	28.50	1.50
"	5- 4-17	"	393490	"	"	30.00	1.50	28.50	1.50
"	4-30-17	"	219462	"	"	30.00	1.50	28.50	1.50
"	"	"	219528	"	"	30.00	1.50	28.50	1.50
"	"	"	219505	"	"	30.00	1.50	28.50	1.50
"	5-14-17	"	137533	"	"	30.00	1.50	28.50	1.50
"	"	"	217506	"	"	30.00	1.50	28.50	1.50
"	5-10-17	"	251265	"	"	30.00	1.50	28.50	1.50
"	"	"	251262	"	"	30.00	1.50	28.50	1.50
"	5- 4-17	"	137508	"	"	30.00	1.50	28.50	1.50
"	5-12-17	"	217447	"	"	30.00	1.50	28.50	1.50
"	5-21-17	"	137545	"	"	30.00	1.50	28.50	1.50
"	5- 8-17	"	251198	San Fran.	Salt Lake City	30.00	1.50	28.50	1.50
"	5-16-17	"	253653	"	" "	30.00	1.50	28.50	1.50
"	5- 8-17	"	251197	"	" "	30.00	1.50	28.50	1.50
"	5- 3-17	"	219338	"	" "	30.00	1.50	28.50	1.50
"	5-22-17	"	253801	"	" "	30.00	1.50	28.50	1.50
"	5-31-17	P 220	132499	"	" "	30.00	1.50	28.50	1.50
"	6-18-17	"	482564	"	" "	30.00	1.50	28.50	1.50
"	6- 4-17	"	253995	"	" "	30.00	1.50	28.50	1.50
					Total	$1,670.70	$83.54	$1,587.16	$83.54

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 28

U. S. GOVT. WAR DEPARTMENT REQUESTS

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Applicant	6- 8-17	P 220	WQ 137642	San Fran.	Salt Lake City	$90.00	$4.50	$85.50	$4.50
"	6-15-17	"	482498	"	" "	30.00	1.50	28.50	1.50
"	6-29-17	"	488369	"	" "	30.00	1.50	28.50	1.50
"	6-15-17	"	214574	"	" "	60.00	3.00	57.00	3.00
"	6- 6-17	"	218649	"	" "	60.00	3.00	57.00	3.00
"	6-12-17	"	482429	"	" "	30.00	1.50	28.50	1.50
"	6- 4-17	"	137629	Salt Lake	San Fran.	30.00	1.50	28.50	1.50
"	6-21-17	"	214598	"	"	150.00	7.50	142.50	7.50
"	"	"	214596	"	"	30.00	1.50	28.50	1.50
"	6-15-17	"	214573	"	"	90.00	4.50	85.50	4.50
"	6- 4-17	"	137525	"	"	120.00	6.00	114.00	6.00
"	6- 8-17	"	137641	"	"	270.00	13.50	256.50	13.50
Guards & Pris.	6-18-17	P 220 C	482601	San Fran.	Salt Lake	540.00	27.00	513.00	27.00
Applicant	7- 3-17	P 244	486670	"	"	60.00	3.00	57.00	3.00
"	7-30-17	"	488431	"	"	30.00	1.50	28.50	1.50
"	7-18-17	"	490258	"	"	30.00	1.50	28.50	1.50
"	7-11-17	"	486687	"	"	60.00	3.00	57.00	3.00
"	7- 5-17	"	486674	Salt Lake	San Fran.	60.00	3.00	57.00	3.00
"	7- 5-17	"	486673	"	"	60.00	3.00	57.00	3.00
"	7-19-17	"	484748	"	"	30.00	1.50	28.50	1.50
"	7- 3-17	"	486669	"	"	120.00	6.00	114.00	6.00
"	7-24-17	"	486733	"	"	30.00	1.50	28.50	1.50
"	7-26-17	"	486736	"	"	30.00	1.50	28.50	1.50
"	7-12-17	"	488697	"	Palo Alto	30.00	1.50	28.50	1.50
"	"	"	488699	"	"	30.00	1.50	28.50	1.50
"	7-17-17	"	490251	"	"	30.00	1.50	28.50	1.50
"	7-12-17	"	48[illegible]695		"	30.00	1.50	28.50	1.50
"	7-12-17	"	4[illegible]8701		"	30.00	1.50	28.50	1.50
"	7-24-17	"	486731	"	San Fran.	30.00	1.50	28.50	1.50
"	7-11-17	"	486686	"	"	180.00	9.00	171.00	9.00
Rej.Stud. ROTC	8- 6-17	P 260	495122	San Fran.	Price, Utah	35.55	1.50	34.05	1.50
" " "	8- 4-17	"	494993	"	Salt Lake C.	30.00	1.50	28.50	1.50
Applicant	8-23-17	P 262	487813	Elko	San Fran.	20.95	1.05	19.90	1.05
"	8-18-17	"	482928	Palisade	Salt Lake	10.45	.62	9.83	.62
"	8-22-17	"	486858	Salt Lake	San Fran.	30.00	1.50	28.50	1.50
					Total	$2,526.95	$126.17	$2,400.78	$126.17

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U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 29

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Applicant	8-23-17	P 262	WQ 486875	Salt Lake	San Fran.	$30.00	$1.50	$28.50	$1.50
"	"	"	486869	"	"	60.00	3.00	57.00	3.00
"	8-17-17	"	486850	"	"	60.00	3.00	57.00	3.00
"	"	"	486848	"	"	60.00	3.00	57.00	3.00
"	"	"	486867	"	"	90.00	4.50	85.50	4.50
"	8-18-17	"	495223	San Fran.	Garfield, Utah	60.00	3.00	57.00	3.00
"	8-28-17	"	530927	"	Palisade, Nev.	19.70	.99	18.71	.99
"	8-17-17	"	486851	"	Salt Lake City	30.00	1.50	28.50	1.50
"	"	"	486849	"	" "	30.00	1.50	28.50	1.50
"	8-21-17	"	486868	"	" "	60.00	3.00	57.00	3.00
"	8- 4-17	"	494998	"	" "	30.00	1.50	28.50	1.50
"	8- 3-17	"	490695	"	" "	30.00	1.50	28.50	1.50
"	8- 7-17	"	216869	"	" "	30.00	1.50	28.50	1.50
"	"	"	216867	"	" "	30.00	1.50	28.50	1.50
"	8-13-17	"	495249	"	" "	30.00	1.50	28.50	1.50
"	8-14-17	"	495347	"	" "	30.00	1.50	28.50	1.50
"	8-16-17	"	219885	"	" "	210.00	10.50	199.50	10.50
"	8-30-17	"	530975	"	" "	30.00	1.50	28.50	1.50
Rejected Ap'nt	8-30-17	P 265	219971	"	Marysville	3.75	.93	2.82	.93
Dis'd Gen. Pris.	8- 1-17	P 266	218734	"	Denver, Colo.	37.50	11.30	26.20	11.30
" " "	8-12-17	"	218758	"	Harlan, Ky.	61.19	15.57	45.62	15.57
" " "	8- 1-17	"	218732	"	Kansas City, Mo.	42.50	14.58	27.92	14.48
" " "	8-18-17	"	218765	"	" "	42.50	14.58	27.92	14.58
" " "	8- 8-17	"	218750	"	New York, N. Y.	71.75	17.22	54.53	17.22
" " "	8-10-17	"	218755	"	St. Louis, Mo.	49.25	15.45	33.80	15.45
" " "	"	"	218756	"	" "	49.25	15.45	33.80	15.45
Applicant	9-25-17	P 279	536254	Salt Lake	San Jose	30.00	1.50	28.50	1.50
Dis'd Gen. Pris.	9-17-17	P 280	218802	San Fran.	Clarksburg, W. Va.	64.44	16.68	47.76	16.68
" " "	9-27-17	"	218830	"	Columbus, O.	59.12	16.70	42.42	16.70
" " "	9-12-17	"	218795	"	St. Louis, Mo.	49.25	15.45	33.80	15.45
" " "	9-13-17	"	218796	"	" "	49.25	15.45	33.80	15.45
Retired Soldier	9-14-17	P 281	532869	"	" "	56.75	17.56	39.19	17.56
Applicant	9-27-17	P 285	500349	Elko	Sacramento	18.45	.92	17.53	.92
"	9- 8-17	"	482940	Palisade	Salt Lake	10.35	.52	9.83	.52
"	9- 4-17	"	482937	"	"	31.05	1.56	29.49	1.56
					Total	$1,646.05	$237.41	$1,408.64	$237.41

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 30

U. S. GOVT. WAR DEPARTMENT REQUESTS

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Applicant	9- 8-17	P 285	WQ 482941	Palisade	Salt Lake	$20.70	$1.04	$19.66	$1.04
"	9- 5-17	"	482939	Salt Lake	Palisade	10.30	.52	9.83	.52
"	9-21-17	"	487057	"	"	10.35	.52	9.83	.52
"	9-17-17	"	486955	"	San Fran.	30.00	1.50	28.50	1.50
"	9- 5-17	"	486963	"	"	30.00	1.50	28.50	1.50
"	9-12-17	"	532600	"	"	30.00	1.50	28.50	1.50
"	9-10-17	"	486974	"	"	30.00	1.50	28.50	1.50
"	9-12-17	"	532591	"	"	30.00	1.50	28.50	1.50
"	9-26-17	"	487076	"	"	30.00	1.50	28.50	1.50
"	9- 3-17	"	486952	"	"	90.00	4.50	85.50	4.50
"	9-10-17	"	486977	"	"	30.00	1.50	28.50	1.50
"	9-28-17	"	487086	"	"	60.00	3.00	57.00	3.00
"	9-28-17	"	487087	"	"	60.00	3.00	57.00	3.00
"	9-30-17	"	498948	"	"	30.00	1.50	28.50	1.50
"	9-10-17	"	532790	San Fran.	Palisade	19.70	.99	18.71	.99
"	9- 7-17	"	532683	"	Salt Lake	30.00	1.50	28.50	1.50
"	9-27-17	"	220162	"	"	120.00	6.00	114.00	6.00
"	9- 4-17	"	532608	"	"	30.00	1.50	28.50	1.50
"	"	"	532559	"	"	30.00	1.50	28.50	1.50
"	"	"	532558	"	"	30.00	1.50	28.50	1.50
"	9- 3-17	"	486953	"	"	60.00	3.00	57.00	3.00
"	9-15-17	"	532925	"	"	30.00	1.50	28.50	1.50
"	9-26-17	"	218835	"	"	30.00	1.50	28.50	1.50
"	9-27-17	"	220167	"	"	30.00	1.50	28.50	1.50
"	9-28-17	"	220182	"	"	150.00	7.50	142.50	7.50
"	9-17-17	"	220090	"	Winnemucca	15.40	.77	14.63	.77
"	9-15-17	"	220076	"	"	15.40	.77	14.63	.77
Gds & alien Pris.	9-12-17	"	532858	"	Ft. Douglas, Utah	5,370.00	268.50	5,101.50	268.50
Applicant	10- 1-17	P 300	487089	Salt Lake	San Fran.	30.00	1.50	28.50	1.50
"	10- 5-17	"	825707	"	"	30.00	1.50	28.50	1.50
"	10- -17	"	826144	"	"	30.00	1.50	28.50	1.50
"	10- 2-17	"	498949	"	"	30.00	1.50	28.50	1.50
"	10-20-17	"	539600	"	"	30.00	1.50	28.50	1.50
"	10-25-17	"	539157	"	"	30.00	1.50	28.50	1.50
"	"	"	539200	"	"	30.00	1.50	28.50	1.50
					Total	$6,661.90	*$3,333.11 [Sic]*	*$328.79 [Sic]*	$333.11

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No. 31

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balaned Claimce to be Due*
Applicant	10-20-17	P 300	WQ 539034	Salt Lake	San Fran.	$30.00	$1.50	$28.50	$1.50
"	10- 6-17	"	536779	San Fran.	Salt Lake	30.00	1.50	28.50	1.50
"	"	"	536781	"	"	30.00	1.50	28.50	1.50
"	10-22-17	P 300 B	220410	"	"	90.00	4.50	85.50	4.50
"	10-26-17	"	536273	Salt Lake	San Fran.	30.00	1.50	28.50	1.50
"	10- 1-17	"	487090	"	"	60.00	3.00	57.00	3.00
"	10- 4-17	"	487104	"	"	30.00	1.50	28.50	1.50
Dis'd Gen. Pris.	10- 1-17	P 302	218839	San Fran.	Denver, Colo.	37.50	11.30	26.20	11.30
" " "	10- 6-17	"	218847	"	Kansas City, Mo.	42.50	14.58	27.92	14.58
" " "	10-21-17	"	218869	"	St. Joseph, Mo.	42.50	15.01	27.49	40.89
					Total	$422.50	$55.89	$366.61	$55.89

RECAPITULATION

U. S. GOVT. WAR DEPARTMENT REQUESTS

Sheet No.	*Amount Claimed*
1	$478.45
2	461.18
3	464.02
4	477.04
5	459.64
6	250.97
7	458.59
8	466.79
9	476.34
10	460.12
11	463.76
12	441.93
13	440.33
14	459.06
15	505.28
16	463.93
17	492.89
18	440.52
19	506.66
20	507.34
21	478.99
22	481.86
23	521.38
24	489.05
25	504.58
26	384.91
27	83.54
28	126.17
29	237.41
30	333.11
31	55.89
Total . .	$12,871.73

U. S. GOVT. NAVY DEPARTMENT REQUESTS

Sheet No. 1

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Dis'd GCM Pris.	5-27-16	P 228	N 1138	San Fran.	El Reno, Okla.	$40.00	$11.80	$28.20	$11.80
" Med. Surv.	1- 3-17	P 92	31759	"	Detroit, Mich.	60.07	16.62	43.45	16.62
" " "	"	"	31757	"	Dyer, Ark.	46.82	14.18	32.64	14.18
" " "	1-10-17	"	31745	"	Little Rock, Ark.	51.17	18.53	32.64	18.53
" " "	1- 3-17	"	31761	"	Pueblo, Colo.	37.50	10.89	26.61	10.89
" " "	1-10-17	"	31747	"	Wetumka, Okla.	45.00	12.72	32.28	12.72
" " "	2-28-17	P 106	31853	Vallejo	El Reno, Okla.	42.50	12.31	30.19	12.31
" GCM Pris.	3- 2-17	P 120	31861	"	Little Rock, Ark.	49.25	16.61	32.64	16.61
" " "	3- 6-17	"	31869	"	Pueblo, Colo.	37.50	10.89	26.61	10.89
Applicants	3-31-17	P 143	51775	Salt Lake C.	San Fran.	90.00	4.50	85.50	4.50
"	4- 2-17	"	51786	"	"	270.00	13.50	256.50	13.50
"	4- 3-17	"	51795	"	"	90.00	4.50	85.50	4.50
"	4- 6-17	"	72575	"	"	120.00	6.00	114.00	6.00
"	4- 5-17	"	72568	"	"	60.00	3.00	57.00	3.00
"	4- 4-17	"	72556	"	"	150.00	7.50	142.50	7.50
"	4-27-17	"	104364	"	"	60.00	3.00	57.00	3.00
"	4-24-17	"	72966	"	"	30.00	1.50	28.50	1.50
"	4-23-17	"	72940	"	"	30.00	1.50	28.50	1.50
"	4-20-17	"	72914	"	"	30.00	1.50	28.50	1.50
"	4- 9-17	"	72596	"	"	780.00	39.00	741.00	39.00
"	4- 8-17	"	72588	"	"	30.00	1.50	28.50	1.50
"	4- 7-17	"	72583	"	"	240.00	12.00	228.00	12.00
"	4-20-17	"	72916	"	"	480.00	24.00	456.00	24.00
"	4-19-17	"	72902	"	"	720.00	36.00	684.00	36.00
"	4-21-17	"	72927	"	"	150.00	7.50	142.50	7.50
"	4-21-17	"	72921	"	"	780.00	39.00	741.00	39.00
"	4-26-17	"	10350	"	"	120.00	6.00	114.00	6.00
"	4-25-17	"	104334	"	"	210.00	10.50	199.50	10.50
"	4-28-17	"	104385	"	"	120.00	6.00	114.00	6.00
"	4-23-17	"	72938	"	"	750.00	37.50	712.50	37.50
"	4-24-17	"	72960	"	"	660.00	33.00	627.00	33.00
"	4-11-17	"	72619	"	"	540.00	27.00	513.00	27.00
"	4-10-17	"	72609	"	"	630.00	31.50	598.50	31.50
"	4-16-17	"	72674	"	"	540.00	27.00	513.00	27.00
"	4-13-17	"	72645	"	"	330.00	16.50	313.50	16.50
					Total	$8,419.81	$525.05	$7,894.76	$525.05

U. S. GOVT. NAVY DEPARTMENT REQUESTS

Sheet No. 2

U. S. GOVT. NAVY DEPARTMENT REQUESTS

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Applicant	4-12-17	P 143	N 72638	Salt Lake	San Fran.	$90.00	$4.50	$85.50	$4.50
"	"	"	72633	"	"	660.00	33.00	627.00	33.00
"	4-11-17	"	72621	"	"	60.00	3.00	57.00	3.00
"	4-14-17	"	72657	"	"	750.00	37.50	712.50	37.50
"	4-18-17	"	72806	"	"	510.00	25.50	484.50	25.50
"	4-17-17	"	72703	"	"	960.00	48.00	912.00	48.00
"	4-16-17	"	72666	"	"	450.00	22.50	427.50	22.50
"	4-13-17	"	72642	"	"	150.00	7.50	142.50	7.50
"	4-12-17	"	72625	"	"	60.00	3.00	57.00	3.00
"	4-26-17	"	104352	"	Vallejo	29.50	1.48	28.02	1.48
"	4-24-17	"	72965	"	"	29.50	1.48	28.02	1.48
"	4-23-17	"	72942	"	"	29.50	1.48	28.02	1.48
"	4- 6-17	"	72573	"	"	29.50	1.48	28.02	1.48
"	4-11-17	"	72623	"	"	29.50	1.48	28.02	1.48
"	4-21-17	"	72923	"	"	29.50	1.48	28.02	1.48
"	5- 5-17	P 181	104577	"	San Fran.	1,740.00	87.00	1,653.00	87.00
"	5- 8-17	P 183	104656	"	Oakland	30.00	1.50	28.50	1.50
"	5-7 -17	"	104593	"	San Fran.	270.00	13.50	256.50	13.50
"	5- 8-17	"	104658	"	"	60.00	3.00	57.00	3.00
"	5-12-17	"	104757	"	"	180.00	9.00	171.00	9.00
"	5- 1-17	"	104401	"	"	120.00	6.00	114.00	6.00
"	"	"	104405	"	"	300.00	15.00	285.00	15.00
"	5- 2-17	"	104412	"	"	690.00	34.50	655.50	34.50
"	5- 4-17	"	104506	"	"	1,110.00	55.50	1,054.50	55.50
"	"	"	104562	"	"	450.00	22.50	427.50	22.50
"	5-25-17	"	104972	"	"	30.00	1.50	28.50	1.50
"	5-18-17	"	104894	"	"	30.00	1.50	28.50	1.50
"	5-14-17	"	104808	"	"	30.00	1.50	28.50	1.50
"	5-11-17	"	104734	"	"	30.00	1.50	28.50	1.50
"	"	"	104736	"	"	60.00	3.00	57.00	3.00
"	5-10-17	"	104713	"	"	30.00	1.50	28.50	1.50
"	5- 9-17	"	104675	"	"	30.00	1.50	28.50	1.50
"	5- 1-17	"	104403	"	"	30.00	1.50	28.50	1.50
"	5- 4-17	"	104508	"	"	30.00	1.50	28.50	1.50
"	5-10-17	"	104677	"	"	30.00	1.50	28.50	1.50
					Total	$9,147.00	$457.38	$8,689.62	$457.38

U. S. GOVT. NAVY DEPARTMENT REQUESTS

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Applicant	5- 4-17	P 183 N	104512	Salt Lake	San Fran.	$30.00	$1.50	$28.50	$1.50
"	5-28-17	"	105063	"	Vallejo	29.50	1.48	28.02	1.48
"	5-24-17	"	104969	"	"	88.50	4.44	84.06	4.44
"	5- 5-17	"	104575	"	"	29.50	1.48	28.02	1.48
"	5- 4-17	"	104504	"	"	29.50	1.48	28.02	1.48
"	5-23-17	"	59284	San Fran.	Riverton, Utah	30.55	1.50	29.05	1.50
"	5-15-17	"	59268	"	Hyde Park	32.10	1.50	30.60	1.50
"	5- 7-17	"	59239	"	Galina, Utah	34.55	1.50	33.05	1.50
"	5-10-17	"	59252	"	Salt Lake City	30.00	1.50	28.50	1.50
"	6-20-17	P 217	147904	Salt Lake	San Fran.	30.00	1.50	28.50	1.50
"	6- 5-17	"	105273	"	"	30.00	1.50	28.50	1.50
"	5-31-17	"	105130	"	"	210.00	10.50	199.50	10.50
"	6-22-17	"	147943	"	"	30.00	1.50	28.50	1.50
"	5-31-17	"	105127	"	Vallejo	29.50	1.48	28.02	1.48
"	"	"	105126	"	"	29.50	1.48	28.02	1.48
"	7-28-17	P 238	148553	"	San Fran.	90.00	4.50	85.50	4.50
"	7-29-17	"	148566	"	"	30.00	1.50	28.50	1.50
"	7-18-17	"	148414	"	"	30.00	1.50	28.50	1.50
"	7-30-17	"	148570	"	"	210.00	10.50	199.50	10.50
"	7-27-17	"	148532	"	"	1,170.00	58.50	1,111.50	58.50
"	7-31-17	"	148578	"	"	60.00	3.00	57.00	3.00
"	7-30-17	"	148572	"	"	60.00	3.00	57.00	3.00
"	7-28-17	"	148556	"	"	30.00	1.50	28.50	1.50
"	"	"	148564	"	"	30.00	1.50	28.50	1.50
"	7-27-17	"	148550	"	"	30.00	1.50	28.50	1.50
"	7-12-17	"	147115	San Fran.	Salt Lake	30.00	1.50	28.50	1.50
"	7-19-17	"	147151	"	"	30.00	1.50	28.50	1.50
Dis'd Med. Surv.	8-29-17	P 257	147262	"	Mammoth, Utah	33.55	1.50	32.05	1.50
Applicants	8- 1-17	P 259	148584	Salt Lake	San Fran.	60.00	3.00	57.00	3.00
"	"	"	148582	"	"	120.00	6.00	114.00	6.00
"	8- 2-17	"	148590	"	"	30.00	1.50	28.50	1.50
"	8- 3-17	"	148601	"	"	90.00	4.50	85.50	4.50
"	8- 4-17	"	148616	"	"	90.00	4.50	85.50	4.50
"	8- 6-17	"	148633	"	"	90.00	4.50	85.50	4.50
"	8- 8-17	"	148695	"	"	30.00	1.50	28.50	1.50
					Total	$3,036.75	$151.34	$2,885.41	$151.34

U. S. GOVT. NAVY DEPARTMENT REQUESTS

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Applicant	8-20-17	P 259 N	198302	Salt Lake	San Fran.	$30.00	$1.50	$28.50	$1.50
"	8-23-17	"	198325	"	"	30.00	1.50	28.50	1.50
"	8-24-17	"	198332	"	"	60.00	3.00	57.00	3.00
"	8-27-17	"	198354	"	"	30.00	1.50	28.50	1.50
"	8-28-17	"	198360	"	"	90.00	4.50	85.50	4.50
"	8-27-17	"	198356	"	"	30.00	1.50	28.50	1.50
"	8- 9-17	"	148697	"	"	90.00	4.50	85.50	4.50
"	8-10-17	"	148702	"	"	90.00	4.50	85.50	4.50
"	8-11-17	"	148711	"	"	90.00	4.50	85.50	4.50
"	8-16-17	"	148729	"	"	30.00	1.50	28.50	1.50
"	8-17-17	"	148760	"	"	180.00	9.00	171.00	9.00
"	8-20-17	"	148797	"	"	60.00	3.00	57.00	3.00
"	8-21-17	"	198311	"	"	30.00	1.50	28.50	1.50
"	8-18-17	"	148790	"	"	30.00	1.50	28.50	1.50
"	8-17-17	"	148777	"	"	30.00	1.50	28.50	1.50
"	8-12-17	"	148716	"	"	30.00	1.50	28.50	1.50
"	8- 5-17	"	148625	"	"	30.00	1.50	28.50	1.50
"	8-18-17	"	148780	"	Vallejo	29.50	1.48	28.02	1.48
"	8-20-17	"	148794	"	"	29.50	1.48	28.02	1.48
"	9-21-17	P 278	198524	"	San Fran.	240.00	12.00	228.00	12.00
"	9-29-17	"	198557	"	"	150.00	7.50	142.50	7.50
"	9- 5-17	"	198403	"	"	120.00	6.00	114.00	6.00
"	9- 4-17	"	198389	"	"	180.00	9.00	171.00	9.00
"	9- 1-17	"	198382	"	"	30.00	1.50	28.50	1.50
"	9- 2-17	"	198384	"	"	30.00	1.50	28.50	1.50
"	9- 9-17	"	198445	"	"	150.00	7.50	142.50	7.50
"	9- 7-17	"	198427	"	"	420.00	21.00	399.00	21.00
					Total	$2,339.00	$116.96	$2,222.04	$116.96

U. S. GOVT. NAVY DEPARTMENT REQUESTS

Sheet No. 5

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Applicant	10-23-17	P 299	N 198675	Salt Lake	San Fran.	$30.00	$1.50	$28.50	$1.50
"	10-25-17	"	198692	"	"	60.00	3.00	57.00	3.00
"	10-26-17	"	198695	"	"	30.00	1.50	28.50	1.50
"	10-26-17	"	198697	"	"	30.00	1.50	28.50	1.50
"	10-29-17	"	198709	"	"	30.00	1.50	28.50	1.50
"	10-31-17	"	198714	"	"	30.00	1.50	28.50	1.50
"	10-22-17	"	198671	"	"	90.00	4.50	85.50	4.50
"	10- 5-17	"	198590	"	"	120.00	6.00	114.00	6.00
"	10-12-17	"	198626	"	"	90.00	4.50	85.50	4.50
"	10-16-17	"	198655	"	"	60.00	3.00	57.00	3.00
"	10-18-17	"	198659	"	"	90.00	4.50	85.50	4.50
"	10- 4-17	"	198583	"	"	120.00	6.00	114.00	6.00
"	10-31-17	"	198717	"	"	90.00	4.50	85.50	4.50
"	10- 6-17	"	198598	"	"	180.00	9.00	171.00	9.00
"	10-13-17	"	198628	"	"	60.00	3.00	57.00	3.00
"	10- 3-17	"	198573	"	"	120.00	6.00	114.00	6.00
"	10-15-17	"	198638	"	"	240.00	12.00	228.00	12.00
"	10-27-17	"	198699	"	"	60.00	3.00	57.00	3.00
"	10-29-17	"	198707	"	"	90.00	4.50	85.50	4.50
"	10-10-17	"	198610	"	"	300.00	15.00	285.00	15.00
"	10- 9-17	"	198606	"	"	120.00	6.00	114.00	6.00
"	"	"	198608	"	"	30.00	1.50	28.50	1.50
"	10-11-17	"	198621	"	"	180.00	9.00	171.00	9.00
"	10-12-17	"	198623	"	"	60.00	3.00	57.00	3.00
"	10-16-17	"	198653	"	"	60.00	3.00	57.00	3.00
"	10-17-17	"	198657	"	"	60.00	3.00	57.00	3.00
"	10-20-17	"	198661	"	"	60.00	3.00	57.00	3.00
"	10-22-17	"	198669	"	"	120.00	6.00	114.00	6.00
"	10-23-17	"	198673	"	"	30.00	1.50	28.50	1.50
"	10-24-17	"	198685	"	"	60.00	3.00	57.00	3.00
"	10-25-17	"	195687	"	"	150.00	7.50	142.50	7.50
"	10- 4-17	"	198581	"	"	180.00	9.00	171.00	9.00
"	10- 5-17	"	198585	"	"	90.00	4.50	85.50	4.50
"	10- 8-17	"	198604	"	"	90.00	4.50	85.50	4.50
"	10- 1-17	"	198565	"	"	30.00	1.50	28.50	1.50
					Total	$3,240.00	$162.00	$3,078.00	$162.00

U. S. GOVT. NAVY DEPARTMENT REQUESTS

Sheet No. 6

									Balance
Applicant	10-23-17	P 299	N 198675	Salt Lake	San Fran.	$30.00	$1.50	$28.50	$1.50
"	10-25-17	"	198692	"	"	60.00	3.00	57.00	3.00
"	10-26-17	"	198695	"	"	30.00	1.50	28.50	1.50
"	10-26-17	"	198697	"	"	30.00	1.50	28.50	1.50
"	10-29-17	"	198709	"	"	30.00	1.50	28.50	1.50
"	10-31-17	"	198714	"	"	30.00	1.50	28.50	1.50
"	10-22-17	"	198671	"	"	90.00	4.50	85.50	4.50
"	10- 5-17	"	198590	"	"	120.00	6.00	114.00	6.00
"	10-12-17	"	198626	"	"	90.00	4.50	85.50	4.50
"	10-16-17	"	198655	"	"	60.00	3.00	57.00	3.00
"	10-18-17	"	198659	"	"	90.00	4.50	85.50	4.50
"	10- 4-17	"	198583	"	"	120.00	6.00	114.00	6.00
"	10-31-17	"	198717	"	"	90.00	4.50	85.50	4.50
"	10- 6-17	"	198598	"	"	180.00	9.00	171.00	9.00
"	10-13-17	"	198628	"	"	60.00	3.00	57.00	3.00
"	10- 3-17	"	198573	"	"	120.00	6.00	114.00	6.00
"	10-15-17	"	198638	"	"	240.00	12.00	228.00	12.00
"	10-27-17	"	198699	"	"	60.00	3.00	57.00	3.00
"	10-29-17	"	198707	"	"	90.00	4.50	85.50	4.50
"	10-10-17	"	198610	"	"	300.00	15.00	285.00	15.00
"	10- 9-17	"	198606	"	"	120.00	6.00	114.00	6.00
"	"	"	198608	"	"	30.00	1.50	28.50	1.50
"	10-11-17	"	198621	"	"	180.00	9.00	171.00	9.00
"	10-12-17	"	198623	"	"	60.00	3.00	57.00	3.00
"	10-16-17	"	198653	"	"	60.00	3.00	57.00	3.00
"	10-17-17	"	198657	"	"	60.00	3.00	57.00	3.00
"	10-20-17	"	198661	"	"	60.00	3.00	57.00	3.00
"	10-22-17	"	198669	"	"	120.00	6.00	114.00	6.00
"	10-23-17	"	198673	"	"	30.00	1.50	28.50	1.50
"	10-24-17	"	198685	"	"	60.00	3.00	57.00	3.00
"	10-25-17	"	195687	"	"	150.00	7.50	142.50	7.50
"	10- 4-17	"	198581	"	"	180.00	9.00	171.00	9.00
"	10- 5-17	"	198585	"	"	90.00	4.50	85.50	4.50
"	10- 8-17	"	198604	"	"	90.00	4.50	85.50	4.50
"	10- 1-17	"	198565	"	"	30.00	1.50	28.50	1.50
					Total	$3,240.00	$162.00	$3,078.00	$162.00

U. S. GOVT. NAVY DEPARTMENT REQUESTS

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Applicant	10- 6-17	P 299	N 198600	Salt Lake	Vallejo	$29.50	$1.48	$28.02	$1.48
"	10-19-17	"	197536	Vallejo	Park City, Utah	32.00	2.00	30.00	2.00
"	10- 9-17	"	197471	"	Salt Lake	30.00	1.50	28.50	1.50
"	12-12-17	P 361	311035	Salt Lake	San Fran.	30.00	1.50	28.50	1.50
"	12-10-17	"	199214	"	"	450.00	22.50	427.50	22.50
"	12-11-17	"	199223	"	"	420.00	21.00	399.00	21.00
"	12-12-17	"	199255	"	"	450.00	22.50	427.50	22.50
"	12-14-17	"	199298	"	"	1,920.00	96.00	1,824.00	96.00
"	12-15-17	"	199026	"	"	2,640.00	132.00	2,508.00	132.00
"	12-16-17	"	199048	"	"	30.00	1.50	28.50	1.50
"	12-24-17	"	311096	"	"	30.00	1.50	28.50	1.50
"	12- 1-17	"	199048	"	"	90.00	4.50	85.50	4.50
"	12- 3-17	"	199056	"	"	270.00	13.50	256.50	13.50
"	12- 5-17	"	199069	"	"	210.00	10.50	199.50	10.50
"	12- 6-17	"	199095	"	"	270.00	13.50	256.50	13.50
"	12- 7-17	"	199107	"	"	240.00	12.00	228.00	12.00
"	12- 8-17	"	199124	"	"	1,050.00	52.50	997.50	52.50
"	12- 5-17	"	99038	"	"	660.00	33.00	627.00	33.00
"	12-14-17	"	199015	"	"	1,920.00	96.00	1,824.00	96.00
"	12-10-17	"	199218	"	"	1,140.00	57.00	1,083.00	57.00
"	12-11-17	"	199236	"	"	960.00	48.00	912.00	48.00
"	12-13-17	"	199293	"	"	1,290.00	64.50	1,225.50	64.50
"	12-12-17	"	199271	"	"	900.00	45.00	855.00	45.00
"	12-14-17	"	199296	"	Vallejo	29.50	1.48	28.02	1.48
"	12-15-17	"	99028	"	"	88.50	4.44	84.06	4.44
"	12-30-17	"	199038	"	"	29.50	1.48	28.02	1.48
"	12- 8-17	"	199122	"	"	88.50	4.44	84.06	4.44
"	12-10-17	"	199220	"	"	206.50	10.36	196.14	10.36
"	12-11-17	"	199838	"	"	29.50	1.48	28.02	1.48
"	12-13-17	"	199291	"	"	59.00	2.96	56.04	2.96
"	12-22-17	"	311078	"	"	29.50	1.48	28.02	1.48
"	12-24-17	"	311098	"	"	29.50	1.48	28.02	1.48
"	12- 3-17	"	147519	San Fran.	Salt Lake	30.00	1.50	28.50	1.50
"	12- 9-17	"	147572	"	"	30.00	1.50	28.50	1.50
"	12- 3-17	"	147517	"	"	30.00	1.50	28.50	1.50
					Total	$15,741.50	$787.58	$14,953.92	$787.58

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Sheet No. 1

Balance

U. S. GOVT. MARINE CORPS REQUESTS

RECAPITULATION

U. S. GOVT. NAVY DEPARTMENT REQUESTS

Sheet No.	*Amount Claimed*
1	$525.05
2	457.38
3	151.34
4	116.96
5	162.00
6	787.58
Total . . .	$2,200.31

U. S. GOVT. MARINE CORPS REQUESTS

Status of Passenger	*Date*	*Bill No.*	*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Dis'd Soldier	5- 5-15	P 46	69410	San Fran.	Denver, Colo.	$37.50	$9.68	$27.82	$9.68
Ap'nt for Enlist.	2-12-17	P 104	71880	"	Salt Lake City	30.00	1.50	28.50	1.50
" " "	2-24-17	"	71882	"	"	30.00	1.50	28.50	1.50
" " "	3-21-17	P 119	71887	Salt Lake	San Fran.	30.00	1.50	28.50	1.50
" " "	4-28-17	P 144	M 15647	Marysville	"	3.75	.93	2.82	.93
" " "	4- 5-17	"	15051	"	"	3.75	.93	2.82	.93
" " "	4- 8-17	"	71896	"	"	3.75	.93	2.82	.93
" " "	4- 5-17	P 145	15064	San Fran.	Salt Lake C.	30.00	1.50	28.50	1.50
" " "	4-12-17	"	15094	"	"	60.00	3.00	57.00	3.00
" " "	4- 4-17	"	71888	"	"	30.00	1.50	28.50	1.50
" " "	4-29-17	"	8847	Salt Lake	Vallejo	177.00	8.88	168.12	8.88
" " "	4-26-17	"	8843	"	"	29.50	1.48	28.02	1.48
" " "	4-16-17	"	8805	"	"	88.50	4.44	84.06	4.44
" " "	4-14-17	"	8804	"	"	88.50	4.44	84.06	4.44
" " "	4-12-17	"	8802	"	"	88.50	4.44	84.06	4.44
" " "	4-25-17	"	8841	"	"	59.00	2.96	56.04	2.96
" " "	4-24-17	"	8836	"	"	59.00	2.96	56.04	2.96
" " "	4-21-17	"	8827	"	"	59.00	2.96	56.04	2.96
" " "	4-23-17	"	8834	"	"	59.00	2.96	56.04	2.96
" " "	4-22-17	"	8832	"	"	88.50	4.44	84.06	4.44
" " "	4-20-17	"	8825	"	"	59.00	2.96	56.04	2.96
" " "	4-19-17	"	8824	"	"	147.50	7.40	140.10	7.40
" " "	4-11-17	"	8801	"	"	88.50	4.44	84.06	4.44
" " "	4-17-17	"	8807	"	"	29.50	1.48	28.02	1.48
" " "	4-18-17	"	8809	"	"	59.00	2.96	56.04	2.96
" " "	5-31-17	P 180	22942	"	"	29.50	1.48	28.02	1.48
" " "	5- 9-17	"	8885	"	"	59.00	2.96	56.04	2.96
" " "	5- 3-17	"	8863	"	"	236.00	11.84	224.16	11.84
" " "	5- 8-17	"	8880	"	"	29.50	1.48	28.02	1.48
" " "	5- 2-17	"	8861	"	"	147.50	7.40	140.10	7.40
" " "	5- 1-17	"	8859	"	"	88.50	4.44	84.06	4.44
" " "	"	"	8856	"	"	354.00	17.76	336.24	17.76
" " "	5- 5-17	"	8867	"	"	29.50	1.48	28.02	1.48
" " "	5- 4-17	"	8865	"	"	118.00	5.92	112.08	5.92
" " "	5-21-17	"	22917	"	"	29.50	1.48	28.02	1.48
					Total	$2,559.75	$138.41	$2,421.34	$138.41

U. S. GOVT. MARINE CORPS REQUESTS

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Applicant	5-21-17	P 180	M 22918	Salt Lake	Vallejo	$29.50	$1.48	$28.02	$1.48
"	5-19-17	"	22914	"	"	29.50	1.48	28.02	1.48
"	5-17-17	"	22905	"	"	29.50	1.48	28.02	1.48
"	5-15-17	"	8897	"	"	29.50	1.48	28.02	1.48
"	5-14-17	"	8895	"	"	206.50	10.36	196.14	10.36
"	5-22-17	"	22923	"	"	29.50	1.48	28.02	1.48
"	5-23-17	"	22926	"	"	59.00	2.96	56.04	2.96
"	5-25-17	"	22929	"	"	88.50	4.44	84.06	4.44
"	5-21-17	"	22931	"	"	147.50	7.40	140.10	7.40
"	5- 7-17	"	8873	"	"	265.50	13.32	252.18	13.32
Alien Enemies	6- 8-17	P 214	2651	San Fran.	Salt Lake C.	9,630.00	481.50	9,148.50	481.50
Applicants	6-29-17	P 215	23058	Salt Lake	Vallejo	177.00	8.88	168.12	8.88
"	6- 4-17	"	22955	"	"	147.50	7.40	140.10	7.40
"	6- 2-17	"	22943	"	"	324.50	16.28	308.22	16.28
"	6- 5-17	"	22968	"	"	88.50	4.44	84.06	4.44
"	6- 6-17	"	22970	"	"	118.00	5.92	112.08	5.92
"	6- 8-17	"	22979	"	"	59.00	2.96	56.04	2.96
"	"	"	22977	"	"	29.50	1.48	28.02	1.48
"	6-11-17	"	22983	"	"	354.00	17.76	336.24	17.76
"	6-12-17	"	22989	"	"	29.50	1.48	28.02	1.48
"	6-13-17	"	23002	"	"	442.50	22.20	420.30	22.20
"	6-14-17	"	23005	"	"	147.50	7.40	140.10	7.40
"	6-15-17	"	23006	"	"	59.00	2.96	56.04	2.96
"	6-16-17	"	23007	"	"	354.00	17.76	336.24	17.76
"	6-18-17	"	23016	"	"	29.50	1.48	28.02	1.48
"	6-20-17	"	23020	"	"	236.00	11.84	224.16	11.84
"	6-21-17	"	23022	"	"	59.00	2.96	56.04	2.96
"	6-22-17	"	23032	"	"	118.00	5.92	112.08	5.92
"	6-23-17	"	23033	"	"	29.50	1.48	28.02	1.48
"	6-25-17	"	23040	"	"	118.00	5.92	112.08	5.92
"	6-26-17	"	23044	"	"	59.00	2.96	56.04	2.96
"	6-27-17	"	23045	"	"	118.00	5.92	112.08	5.92
"	6-28-17	"	23046	"	"	118.00	5.92	112.08	5.92
"	7-24-17	P 237	35523	"	"	59.00	2.96	56.04	2.96
"	7-25-17	"	35524	"	"	265.50	13.32	252.18	13.32
					Total	$14,084.50	$704.08	$13,379.82	$704.08

	7-25-17	"		35524	"	"		265.50	13.32	252.18	13.32
						Total		$14,084.50	$704.22	$13,379.52	$704.22

Sheet No. 3

U. S. GOVT. MARINE CORPS REQUESTS

Status of Passenger	*Date*	*Bill No.*		*Request No.*	*From*	*To*	*Commercial Fare*	*Disallowed by Govt.*	*Allowed in Settlement*	*Balance Claimed to be Due*
Applicant	7-26-17	P 237	M	35525	Salt Lake	Vallejo	$118.00	$5.92	$112.08	$5.92
"	7-27-17	"		35532	"	"	147.50	7.40	140.10	7.40
"	7-28-17	"		35537	"	"	177.00	8.88	168.12	8.88
"	7-30-17	"		35543	"	"	295.00	14.80	280.20	14.80
"	7-29-17	"		35538	"	"	118.00	5.92	112.08	5.92
"	7-13-17	"		22834	San Fran.	Salt Lake	30.00	1.50	28.50	1.50
"	7- 5-17	"		22733	Salt Lake	Vallejo	147.50	7.40	140.10	7.40
"	7- 5-17	"		23065	"	"	413.00	20.72	392.28	20.72
"	7- 5-17	"		23066	"	"	59.00	2.96	56.04	2.96
"	7- 3-17	"		23064	"	"	59.00	2.96	56.04	2.96
"	7- 2-17	"		23063	"	"	324.50	16.28	308.22	16.28
"	7- 6-17	"		23067	"	"	59.00	2.96	56.04	2.96
"	7- 9-17	"		23075	"	"	29.50	1.48	28.02	1.48
"	7-10-17	"		23079	"	"	88.50	4.44	84.06	4.44
"	7-11-17	"		23083	"	"	29.50	1.48	28.02	1.48
"	7- 7-17	"		23071	"	"	147.50	7.40	140.10	7.40
"	7-12-17	"		23085	"	"	88.50	4.44	84.06	4.44
"	7-13-17	"		23095	"	"	29.50	1.48	28.02	1.48
"	7-14-17	"		23098	"	"	88.50	4.44	84.06	4.44
"	7-16-17	"		23099	"	"	324.50	16.28	308.22	16.28
"	7-17-17	"		35508	"	"	147.50	7.40	140.10	7.40
"	7-19-17	"		35513	"	"	59.00	2.96	56.04	2.96
"	7-17-17	"		35509	"	"	88.50	4.44	84.06	4.44
"	7-21-17	"		35518	"	"	88.50	4.44	84.06	4.44
"	7-23-17	"		35522	"	"	177.00	8.88	168.12	8.88
"	7-31-17	P 255		35545	"	"	265.50	13.32	252.18	13.32
"	8- 1-17	"		35547	"	"	442.50	22.20	420.30	22.20
"	8- 2-17	"		35551	"	"	147.50	7.40	140.10	7.40
"	8- 3-17	"		35567	"	"	324.50	16.28	308.22	16.28
"	8- 4-17	"		35573	"	"	472.00	23.68	448.32	23.68
"	8- 6-17	"		35576	"	"	147.50	7.40	140.10	7.40
"	8- 7-17	"		35581	"	"	206.50	10.36	196.14	10.36
"	8- 8-17	"		35582	"	"	29.50	1.48	28.02	1.48
"	8-22-1.	"		35587	"	"	59.00	2.96	56.04	2.96
"	8-23-17	"		35590	"	"	29.50	1.48	28.02	1.48
						Total	$5,458.00	$273.82	$5,184.18	$273.82

U. S. GOVT. MARINE CORPS REQUESTS

Sheet No. 4

Status of Passenger	Date	Bill No.	Request No.	From	To	Commercial Fare	Disallowed by Govt.	Allowed in Settlement	Balance Claimed to be Due
Applicant	8-24-17	P 255	M 355591	Salt Lake	Vallejo	$177.00	$8.88	$168.12	$8.88
"	8-25-17	"	35594	"	"	29.50	1.48	28.02	1.48
"	8-27-17	"	35596	"	"	177.00	8.88	168.12	8.88
"	8-28-17	"	35600	"	"	177.00	8.88	168.12	8.88
"	9- 4-17	P 276	38207	"	"	29.50	1.48	28.02	1.48
"	"	"	38208	"	"	29.50	1.48	28.02	1.48
"	9- 6-17	"	38212	"	"	29.50	1.48	28.02	1.48
"	9- 8-17	"	38214	"	"	29.50	1.48	28.02	1.48
"	9-18-17	"	38229	"	"	29.50	1.48	28.02	1.48
"	9-20-17	"	38230	"	"	29.50	1.48	28.02	1.48
"	9-24-17	"	38239	"	"	29.50	1.48	28.02	1.48
"	9-27-17	"	38240	"	"	177.00	8.88	168.12	8.88
"	12-20-17	P 349	29246	"	"	29.50	1.48	28.02	1.48
"	12-19-17	"	29245	"	"	29.50	1.48	28.02	1.48
"	12-16-17	"	29241	"	"	59.00	2.96	56.04	2.96
"	12-15-17	"	29240	"	"	472.00	23.68	448.32	23.68
"	"	"	29239	"	"	236.00	11.84	224.16	11.84
"	12-14-17	"	29238	"	"	265.50	13.32	252.18	13.32
"	"	"	29236	"	"	265.50	13.32	252.18	13.32
"	12-13-17	"	29228	"	"	59.00	2.96	56.04	2.96
"	"	"	29235	"	"	147.50	7.40	140.10	7.40
"	12-10-17	"	29220	"	"	59.00	2.96	56.04	2.96
"	12- 8-17	"	29218	"	"	29.50	1.48	28.02	1.48
"	12- 7-17	"	29213	"	"	177.00	8.88	168.12	8.88
					Total	$2,773.00	$139.12	$2,633.88	$139.12

RECAPITULATION

U. S. GOVT. MARINE CORPS REQUESTS

Sheet No.	Amount Claimed
1	$138.41
2	704.98
3	273.82
4	139.12
Total	[illegible]

[fol. 56] II. General Traverse

No demurrer, plea, answer, counterclaim, set-off, claim of damages, demand, or defense in the premises, having been entered on the part of the defendant, a general traverse is entered as provided by Rule 34.

III. Submission of Case

On December 4, 1923, this case was submitted on merits, on stipulation of parties, without argument by John B. Clark, Esq., for plaintiff, and by Perry W. Howard, Esq., for defendant.

[fol. 57] IV. Findings of Fact, Conclusion of Law, and Opinion of the Court by Campbell, Ch. J.—Entered January 7, 1924

This case having been submitted to the court upon a stipulation of facts, signed on behalf of the plaintiff by its attorneys, Clark & Clark, and on behalf of the Government by Mr. Robert H. Lovett, its Assistant Attorney General, and the court, upon said stipulation made a part of the record and upon the record itself, makes the following

Findings of Fact

I

The plaintiff is a corporation duly organized and existing under the laws of the State of California, duly empowered to operate railways in the States of California, Nevada, and Utah, and was incorporated June 6, 1916, as alleged in the first paragraph of the petition.

II

In or about the year 1910, another corporation known as the Western Pacific Railway Company completed the construction of, and thereafter (until the time mentioned in the next following finding) operated a system of railways in the States of California, Nevada, and Utah.

III

Pursuant to a decree of the District Court of the United States for the Northern District of California, entered on May 27, 1916, in a certain cause there pending, entitled "Equity No. 169, The Equitable Trust Company of New York, as trustee, complainant, against the Western Pacific Railway Company and others," and pursuant to a master's sale as therein directed and afterward approved by the court, the claimant, by deed of Francis Krull, special master, and

others, dated July 1, 1916, acquired all of the railways, property, assets, and choses in action belonging to the said Western Pacific [fol. 58] Railway Company or to Frank G. Drum and Warren Olney, Jr., as receivers of the said Western Pacific Railway Company appointed in said cause and in a certain cause ancillary thereto pending in the District Court of the United States for the District of Utah. The said receivers operated the railway properties of the said Western Pacific Railway Company during the period from March 3, 1915, in the one cause, and from March 6, 1915, in the other cause, until July 14, 1916, when the said receivers turned over to the claimant the railways, property, and assets of said Western Pacific Railway Company, since which time the claimant has operated the said railways.

IV

Under the acts by which lands were granted in aid of the construction of railroads and subsequent legislation of Congress, the rates for the transportation of Government troops and property on land-grant railroads during the times included within dates of travel covered by the claim herein were fifty per centum of the rates for transportation of similar character for private account.

V

Some years ago and prior to the time when the services hereinafter mentioned were performed, the railroad companies of the United States generally, including the Western Pacific Railway Company, the predecessor of the plaintiff, had severally agreed with the Quartermaster General of the United States Army (subject to certain exceptions not necessary to be stated herein) to accept for the transportation of persons for whom the United States is lawfully entitled to reduced fares over land-grant railroads the lowest net fares and lowest net excess-baggage rate lawfully available, as derived through deductions on account of land-grant distance via a usually traveled route for military traffic, from a lawful fare filed with the Interstate Commerce Commission applicable from point of origin to destination at the time of the movement. These agreements, commonly known as "land-grant equalization agrements," were in force at the time of the transactions hereinafter referred to.

VI

On December 28, 1916, "Interterritorial military arrangement No. 1," effective January 1, 1917, was entered into by the United States Army, Navy, Marine Corps, and certain passenger associations specified therein, the plaintiff being a member of the Southwestern, Trans-Continental, and Western Passenger Associations, parties to the arangement No. 1, which, among other things, provided:

"III. Traffic covered by this arrangement: Net fares, allowances, and routes in connection therewith, authorized hereunder, are appli-

cable exclusively for the transportation of officers and enlisted men and others connected with the United States Army, United States Navy, and United States Marine Corps, for whom the United States Government is lawfully entitled thereto and when travelling on transportation requests of the issues of the United States Army, [fol. 59] United States Navy, and United States Marine Corps and at United States Government expense only.

"IV. Net fares and allowances: 1. (a) The fares applicable under this arrangement will be the lawful commercial fares on file with the Interstate Commerce Commission from starting point to destination at the time of movement, less land-grant deductions, properly established, less five per cent (5%), the five per cent (5%) allowance not to exceed the maxima allowances or exceptions as specified in Section VI, Government fares so established will apply to all military traffic as described in Section III, including special train and special car movements * * *."

Subsequently, on June 2, 1917, interterritorial military arrangement No. 1 was amended by supplement No. 1, which provided as follows:

"In view of the present emergency and the ruling of the Comptroller of the Treasury of April 3, 1917, mobilized and demobilized troops, also naval militia, en route from home station to places of rendezvous and from places of rendezvous to points of concentration, or other points; also classes enumerated in Union Pacific case decided by the U. S. Court of Claims February 19, 1917 (appeal No. 33056), and analogous classes, be included under the interterritorial military arrangements, when movements are made under U. S. Government transportation requests, at U. S. Government expense and under orders of the President of the United States, to be retroactive to the date of the call of the President of the United States; viz., June 18, 1916, and to apply to unsettled accounts only; settled accounts not to be disturbed; this voluntary act of the carriers to be without prejudice to their rights in the premises.

"Exception No. 1: On traffic originating in New England, Trunk Line, Central Passenger, Southwestern, Trans-Continental, or Western Passenger Association territories and destined to points in Southeastern Passenger Association territory, or vice versa, effective as of September 1, 1916.

"Exception No. 2: On traffic originating in New England, Trunk Line, or Central Passenger Association territories, or at the Ohio and Potomac River gateways, or Norfolk, Va., and passing through Southeastern territory, destined to points in Southwestern, Trans-Continental, or Western Passenger Association territories, or vice versa, effective as of June 18, 1916."

VII

During the period from September, 1914, to December, 1917, at the request of the proper Government officers and upon duly issued

transportation requests which showed the status of the person or persons transported, there were transported for the United States over the lines of the plaintiff or its predecessors in interest certain persons (as itemized in Exhibit No. 1 to amended petition) belonging to some of the following classes, to-wit: (1) Discharged soldiers; (2) discharged general military prisoners; (3) rejected applicants for enlistment; (4) retired soldiers; (5) Army nurse; (6) officers and enlisted men actually in active service; (7) deceased soldiers; (8) guards with prisoners; (9) alien enemies; and (10) other persons not included in Union Pacific case, No. 33056, 52 C. Cls. 226.

[fol. 60]

VIII

All dates of travel are correctly shown in Exhibit No. 1, heretofore referred to.

The net fares for civilian travel are correctly stated in said Exhibit No. 1.

Standard forms of a request and of the statement of account as prescribed by the Comptroller of the Treasury and duly approved were used by the plaintiff and its predecessors in submitting bills to the disbursing officers. The prescribed forms appear in 14 Comptroller's Decisions, p. 945. Some forms as modified appear as an appendix to these findings.

All bills involved herein were stated by the plaintiff or its predecessors in interest with land-grant deductions, and payments were made of the amounts actually claimed to be due in the column provided for that purpose in the forms that were used.

When the bills were presented by the plaintiff or its predecessors in interest to the disbursing officers there was typewritten on the several bills the following:

"As United States Government accounting officers claim they have no authority to allow or pay for the transportation of (here is typewritten the class of travel objected to) more than the fares for troops of the United States, such fares are shown herein but under protest, and the Western Pacific Railway Co. for itself and connecting carriers does not waive (?) of its rights to full publish- tariff fares and payment of any less amount will be accepted as part payment only for the services performed."

The transportation from the points of origin to points of destination was furnished in each instance, as stated in Exhibit No. 1.

IX

On June 3, 1920, after payments by the disbursing officer, the attorneys for tthe plaintiff presented to the proper accounting officers supplemental claims covering the balances in items for which this suit is brought and the same were disallowed.

X

Certain of the items, aggregating $5,272.61, have been withdrawn by the plaintiff as covering travels subsequent to June 18, 1916.

XI

The balance remaining in the claim is the sum of $11,055.76, which covers charges now claimed by the plaintiff at commercial rates and are in addition to the charges originally claimed by the plaintiff at land-grant rates and paid by disbursing officers on that basis for the same transportation service furnished during the period from September, 1914, to June 18, 1916, the effective retroactive date of Interterritorial Military Arrangement No. 1, except certain items which are retained in the claim under the provisions of Exception [fol. 61] No. 1 of Supplement No. 1 to the aforesaid military arrangement. The above sum of $11,055.76 consists of the following items:

Transportation of discharged soldiers	$9,741.53
Transportation of discharged general military prisoners	1,282.80
Rejected applicants for enlistment	.89
Retired soldier	13.80
Army nurse	16.74
Total	11,055.76

CONCLUSION OF LAW

Upon the foregoing findings of fact the court decides as a conclusion of law that the plaintiff is not entitled to recover, and its petition is therefore dismissed.

Judgment is rendered against the plaintiff in favor of the United States for the cost of printing the record in this case, the amount thereof to be entered by the clerk and collected by him according to law.

OPINION

CAMPBELL, Chief Justice, delivered the opinion of the court:

This action involves claims arising at different times—1914 to June, 1916—some while the railroad was under the control and management of the original company, some while that company's affairs were in the hands of receivers, and some after the property sold in mortgage foreclosure proceedings had been acquired and was being operated by the plaintiff, a new and independent corporation. The petition was filed February 2, 1921. Whether part of it is affected by section 3477, Revised Statutes, relating to assignments of claims we need not inquire (see St. Paul & Duluth Railroad Company case, 112 U. S. 733), because there is a question common to each of the asserted claims the determination of which if adverse to plaintiff will determine the entire claim.

Using the one name for all, it appears that the plaintiff transported certain Government employees upon the usual request for transportation. It rendered its bills during the period involved upon forms prescribed by the Comptroller of the Treasury and duly approved under the provisions of the Dockery Act, 28 Stat. 206. The bills were paid by the disbursing officer in the amount claimed by check drawn by him on the Treasurer of the United States in favor of plaintiff. In due course these checks were collected. The plaintiff now claims that its bills were not subject to land-grant deductions; that the several persons transported, while they were employees of the Government, were not troops of the United States or within the meaning of the land-grant statutes, and that it is entitled to recover the amounts it deducted in its bills as land-grant deductions. The plaintiff could have used a form prescribed for bills where no land grant was involved, but the bills upon that form would not have been paid by the disbursing officer. It voluntarily chose and used the form prescribed for cases of land-grant deduction and the bills actually rendered stated in each instance the "amount claimed." Following the statement of the bill and a part of the form itself was the required certificate of its correctness, duly executed, and as follows:

[fol. 62] "I certify that the above account is correct and just; that the services have been rendered as stated; that payment therefor has not been received; and that the rates charged are not in excess of the lowest net rates available for the Government, based on tariffs effective at the date of service."

The comptroller had ruled prior to the service in question that bills for transportation were subject to land-grant deductions when they involve the classes of employees mentioned, a ruling which obtained until the decision in the case of Union Pacific Railway Company, decided by this court February 19, 1917 (52 C. Cls. 226), affirmed by the Supreme Court, 249 U. S. 354. The petition in that suit was filed in April, 1915. The facts showed that the plaintiff therein had presented to an auditor for direct settlement its bills at full commercial rates without land-grant deductions and brought suit after the accounting officers including the comptroller had refused over the objection and protest of the carrier to pay the rates charged. In the instant case there was no auditor's settlement. As sustaining its contention that the creditor may always go to the debtor and collect as much of his claim as the debtor will pay, and unless an accord and satisfaction has been effected he may then sue for the balance, the plaintiff's brief cites a number of cases on the general question that the payment of part of a bill is not an accord and satisfaction. It is not difficult to find decisions in different courts on either side of the question as to what will constitute an accord and satisfaction, but these conflicting decisions need not be considered, because the decisions of the Supreme Court of the United States are controlling. In the Savage Case, 92 U. S. 382, 388, it is said: "Parties having claims against the United States which are

disputed by the officers authorized to adjust the same, may compromise the claim and may accept payment in a different medium from that promised or may accept a smaller sum than that claimed; and where it appears that the claimant voluntarily entered into a compromise and accepted payment in full in a different medium from that promised or accepted a smaller sum than that claimed and executed a discharge in full for the whole claim, or voluntarily surrendered to the proper officer the evidences of the claim for cancellation, he can not subsequently sue the United States and recover in the Court of Claims for any part of the claim voluntarily relinquished in the compromise." Sweeney v. United States, 17 Wall. 77; United States v. Justice, 14 Wall. 549.

In De Arnaud's case, 151 U. S. 483, a bill was presented for $3,600 The Secretary authorized the disbursing clerk to pay $2,000 in full of claim. The account was restated and $2,000 was paid DeArnaud, who gave a receipt in full of the account. It was held that in the absence of allegation and evidence that the receipt was given in ignorance of its purport, or in circumstances constituting duress, it must be regarded as an acquittance in bar of any further demand. See also Child's case, 12 Wall., 232, 243; Pacific Railroad case, 158 U. S. 118, 122. In Chicago, Milwaukee & St. Paul Railway Co. v. Clark, 178 U. S. 353, where the decisions are reviewed, it is said (p. 367) that the cases are many in which it has been held that where an aggregate amount is in dispute the payment of a specified sum conceded to be due (that is, by including certain items but excluding disputed items) on condition that the sum so paid shall be [fol. 63] received in full satisfaction will be sustained as an extinguishment of the whole. This case approves the rule stated in Fuller & Kemp, 138 N. Y. 231, and Nassoi v. Tomlinson, 148 N. Y. 326, 330, that where it is admitted that one of two specific sums is due, but there is a genuine dispute as to which is the proper amount, the demand is regarded as "unliquidated" within the meaning of that term as applied to the subject of accord and satisfaction, and it is said (p. 364) that the rule that where a liquidated sum is due the payment of a less sum in liquidation of the whole is not binding as such for want of consideration has been much questioned and qualified, and the result of the modern cases is that the rule only applies when the larger sum is "liquidated," and when there is no consideration whatever for the surrender of part of it. As already stated, the larger sum is not regarded as "liquidated" within the meaning of the rule when there is a real dispute as to some of the items and an agreement as to others, the latter only being paid. See Baird's case, 96 U. S. 430. In the instant case the items in question had been held by the Comptroller to be proper deductions, and the most the plaintiff can claim under the rule stated is that there was a real dispute about them. Notwithstanding this, the plaintiff itself cut out all disputed amounts, rendered its bills, and received payment of the entire "amount claimed."

This court has decided that where a plaintiff presents his bills to disbursing officers, certifies their correctness, and receives payment of the amounts claimed, he can not thereafter recover amounts which he

deducted from items in his bills. Baltimore & Ohio Railroad Co. case, 52 C. Cls., 468. Where recovery was sought of the difference between the amount claimed in the stated bills and the amount the carrier would have received if paid at full commercial rates without land-grant deductions, it appearing that the carrier's bills as rendered were paid, this court, following the Baltimore & Ohio Railroad Company case, held there could be no recovery. Oregon-Washington Company case, 54 C. Cls., 131, 137. This decision was affirmed by the Supreme Court on appeal, 255 U. S., 339, 347. The question presented in the instant case is likewise controlled by these cases unless a different conclusion should be reached because of the fact that the bills rendered on the approved forms to the disbursing officers and certified to be correct had also on their face a statement as follows: "As the United States Government accounting officers claim they have no authority to allow or pay for the transportation of (here is typewritten the class of travel bjected to) more than the fare for troops of the United States, such fares are shown herein, but under protest, and the Western Pacific Railway Company, for itself and connecting carriers, does not waive (?) of its rights to full published tariff fares, and payment at any less amount will be accepted as part payment only for the services performed." The effect to be given such a statement involves a consideration of the Government's accounting system. This system as it existed prior to the Dockery Act was the subject of an elaborate exposition in McKnight's case, 13 C. Cls. 292. The manner in which accounts against the Government are settled by accounting officers since the "Dockery Act"—the act of July 31, 1894, 28 Stat. 206—is stated in the two cases mentioned, Baltimore & Ohio Railroad Co. and Oregon-[fol. 64] Washington Co., and more fully in the opinion by Judge Downey in Southern Pacific Railroad Co., decided January 7, 1924.

This act of 1894 was the work of a joint congressional committee, which established a practically new sytem of accounting. It creates the office of Comptroller of the Treasury, and while giving to this officer the duties and powers that had pertained to designated officers, it grants to him additional powers and provides a system of accounting designed to be comprehensive and expeditious. It provides for auditors for the several executive departments who may receive and examine all accounts within the jurisdiction of the respective departments and "certify the balances arising thereon to the Division of Bookkeeping and Warrants." Their action is subject to review by the comptroller. In case of a decision by any of these making an original construction, or modifying an existing one of statutes, the same must be reported to him, the payment of any items in any account affected by such construction to be suspended until action thereon by the comptroller. This officer and, in a more limited sense, the auditors have quasi-judicial functions. Disbursing officers are not made a part of this accounting system. They are authorized, as also is the head of any executive department or other establishment, to apply to the comptroller for a "decision upon any question involving a payment to be made by them." If his decision be followed, it protects them against liability on account of payments

made in accordance therewith. See 5 Comp. Dec. 727; 1 Comp. Dec. 502. While the disbursing officers in the instant case were dealing with one character of disbursements it is to be borne in mind that the principle involved here applies with equal force to their transactions in the many other kinds of bills they have to deal with.

It may be said generally that all of the Government expenditures are made through disbursing agents and the comptroller has prescribed a variety of forms. See 14 Comp. Dec. 945. The disbursing officers having public money intrusted to them for disbursement must deposit the same as required by statute and draw for the same only as it may be required for payments to be made in pursuance of law, and only in favor of the persons to whom payment is made. They must render their accounts regularly "with the vouchers necessary to the correct and prompt settlement thereof." Rev. Stat. § 3620, 3622; act, February 27, 1877, 19 Stat. 249; act, July 31, 1894; Dockery Act, § 12. They are connected with various executive departments. In the instant case the disbursing officer was a member of the Quartermaster's Corps and may appropriately be called a disbursing quartermaster. There are a large number of these disbursing officers and the Quartermaster's manual shows a list of 100 or more places where bills may be paid by them. The Dockery Act provides (section 5) that the Comptroller of the Treasury shall, under the direction of the Secretary of the Treasury, prescribe the forms of keeping and "rendering" all public accounts. These forms were prescribed and approved, and their use enjoined by a circular (section 38), which, with copies of the approved forms, is set out in 14 Comp. Dec. 945 et seq. The Quartermaster's Manual also enjoins their use. See Manual Quartermaster Corps, Sec. 1964; Army Regulations, Sec. 650. Some changes have been made in these forms in unessential features. Copies of the forms approved in 1915 appear in the findings of fact. It was the duty of the transpor-
[fol. 65] tation companies to render their accounts on these prescribed forms and the duty of the disbursing officer was limited to paying the bill as rendered. No alterations could be made in it and when paid it constituted the officers' voucher to be submitted to the auditor examining his accounts. The importance of requiring parties to follow the prescribed forms and requiring also that the disbursing agents pay bills according to these forms and no other is emphasized when it is noted that the Dockery Act (section 15) makes it the duty of the Secretary of the Treasury to lay before Congress each year an accurate combined statement of the receipts and expenditures of public moneys during the preceding fiscal year. Directed by statute to be, and actually prescribed as directed, the required forms must be given a status similar to regulations which the head of a department is authorized to make.

There can be no doubt that the disbursing quartermasters knew that they could only pay vouchers rendered on the prescribed forms, and that the transportation companies were themselves well informed of this fact. Such is the practice, and in some of the cases heard in this court belonging to the class of cases typified by the instant case it has been frankly admitted by counsel for the companies

that the disbursing officers could not pay vouchers in any other than the prescribed form and could not pay any other sum than that claimed to be due upon the face of the voucher. This is but a recognition of the fact that the duties of these officers are purely ministerial. No authority to decide controverted questions is granted to them. They are special agents with very limited powers. When plaintiff rendered its bill and was paid, it was charged with full notice of the limitations upon the agent's authority to act for the Government. Presentation to him furnished a convenient way for it to receive payment and obviated the otherwise necessary process of sending the bills direct to the auditors in Washington. But voluntarily choosing this more convenient method, the plaintiff could not enlarge the legal authority of the special agent. If the bills had been rendered as in the form and amount it is now claimed they should have been paid, the disbursing officer would not have paid them or part of them. His duty was to pay the bill as rendered or to refuse payment, in which case the account could have gone to an auditor for direct settlement. The latter could have allowed part and disallowed part, and his action would be subject to revision by the comptroller. It is to be noted, however, that the Dockery Act provides in terms that "any person accepting payment under a settlement by an auditor shall be thereby precluded from obtaining a revision of such settlement as to any items upon which payment is accepted." The practice therefore is that when the auditor's allowance is objected to and a revision by the comptroller is desired, no payment can be received by the creditor until the comptroller's decision is had. The receipt of payment in such case precludes further action by the comptroller. Such being the policy of the statute where settlement is sought from an auditor who may allow part and disallow part, it would be an unusual thing to find authority in a mere disbursing officer to bind the Government by receiving notice that the payment he makes, notwithstanding it is the entire "amount claimed," is not in fact what it purports to be. The officer's duty being plain and his authority limited, it is not to be presumed [fol. 66] that the parties intended he should exceed his authority. No right is to be predicated on an official's breach of duty or his violation of law if the other party knowingly participates therein. See Russell case, 13 Wall. 623, 630. If the required certificate of the correctness of the bills as rendered was true, the other statement thereon was without meaning. If unwilling to accept payment of its bills rendered in full discharge of the Government's liability, the course was open to present them to the auditor or to bring suit in this court. The acceptance of payment was thoroughly inconsistent with the alleged protest. See Willard Sutherland & Co., 262 U. S. 489-494. The statute of limitations applicable to the Court of Claims is six years, and if the finality of settlements by the agencies designated can be kept open by a proceeding such as we are now asked to uphold, the Government's carefully constructed accounting system can be greatly impaired, if not rendered practically useless, so far as finality of settlement is concerned. It is to be observed

that the balances which are certified by the auditors to the Division of Bookkeeping and Warrants upon the settlement of public accounts are "final and conclusive upon the executive branch of the Government." See section 8 of Dockery Act. The person whose accounts are settled by the auditor and others may have the settlement revised by the comptroller, whose action is "final and conclusive upon the executive branch of the Government," except where the Secretary of the Treasury directs a reexamination of an account. If it be conceded that a settlement thus made is not always conclusive on the person whose account is being settled, and that he in a proper case by appropriate steps may seek relief in the courts, it is yet significant that the system offered by the Government is one of finality and conclusiveness so far as itself is concerned, at least, unless brought into court by the other party to the settlement. The disbursing officer's vouchers do not reach the auditor until his accounts come on for settlement. In the meantime the disbursing officer has drawn on Government funds with which to make payment, and has retained the voucher in his possession. The creditor has been paid, but the supposed notice of part payment is known to the disbursing officer alone, who is not required to make any report of it to any other official. The alleged notice remains unnoticed until, as in the instant case, six or more years elapse from the time of some of the payments. The mere statement of the situation shows it to be objectionable when we have in view the purposes of the accounting system and the limited authority of disbursing agents. If the statement on the bills ever had any virtue, it was lost or waived when plaintiff accepted the disbursing agent's check.

While the foregoing would dispose of the plaintiff's case, a statute is called to our attention that should receive consideration. This is section 424 of the transportation act of 1920, amending section 16 of the interstate commerce act. See 41 Stat. 491. Manifestly a large part of plaintiff's asserted claim is barred by the statute of limitations of six years, suit not having been brought until February 2, 1921. The Government contends in cases similar to this that the limitation statute in the transportation act of 1920 is applicable. It provides that: "(3) All actions at law by carriers subject to this act for recovery of their charges, or any part thereof, shall be begun within three years from the time the cause of action accrues, [fol. 67] and not after." The language is inclusive of the kind of actions brought by plaintiff. It is seeking to recover its publshed tariff rates as applicable to certain Government employees less the amounts which it claims to have received as part payment only of its bills. Prescribing a statutory limitation of actions different from the general statute applicable to suits in the Court of Claims is not without precedent. To illustrate: Suits to recover taxes erroneously or illegally collected may be brought, but the limitation of actions is less than six years. (Rev. Stat. sec. 3227.) The remedial purposes of the prescribed limitations of actions by transportation companies can very well extend to suits against the Government if suits like the instant one can be maintained at all. The interstate com-

merce act, 24 Stat. 379, 387, limits the application of the act as regards handling property of the United States, but the limitation of actions provided by the late statute does not, in terms at least, except suits against the Government by railroad companies. See United States v. Baltimore & Ohio R. R. Co., 80 I. C. C. 143.

We think the petition should be dismissed. And it is so ordered.

Graham, Judge; Hay, Judge; Downey, Judge, and Booth, Judge, concur.

(Here follow Government Transportation Stock forms Nos. 9 and 12, marked side folio pages 68 and 69.)

[fol. 70] V. JUDGMENT OF THE COURT

At a Court of Claims held in the City of Washington on the Seventh day of January, A. D., 1924, judgment was ordered to be entered as follows:

The Court, upon due consideration of the premises, find in favor of the defendant, and do order, adjudge and decree, that the plaintiff, as aforesaid, is not entitled to recover and shall not have and recover any sum in this action of and from the United States; and that the petition herein be dismissed: And it is further ordered and adjudged that the United States shall have and recover of and from the plaintiff, as aforesaid, the sum of Thirteen dollars and ninety-four cents ($13.94), the cost of printing the record in this court, to be collected by the Clerk, as provided by law.

By the Court.

VI. PLAINTIFF'S APPLICATION FOR APPEAL—Filed January 28, 1924

From the judgment rendered in the above-entitled cause on the 7th day of January, 1924, the petitioner, by its attorneys, on the 28th day of January 1924, makes application for and gives notice of an appeal to the Supreme Court of the United States.

Clark & Clark, by John B. Clark, Attorneys for Petitoner.
Geo. Francis Williams, of Counsel.

VII. ORDER OF COURT ALLOWING PLAINTIFF'S APPLICATION FOR APPEAL—Entered February 4, 1924

It is ordered by the Court that the plaintiff's application for appeal be and the same is allowed.

By the Court.

GOVERNMENT TRANSPORTATION
Stock Form No. 9
Form approved by the Comptroller of the Treasury June 19, 1915.

(The carrier to insert below name of Department or independent establishment, and dependent bureau or service, if required, as specified on transportation request.)

TRANSPORTATION CO.'S BILL NO. .....

VOUCHER NO. .....
(Payee must not use this line.)

U. S. .....
(Department.)

.....
(Bureau or Service.)

PUBLIC VOUCHER FOR TRANSPORTATION OF PASSENGERS

(NO LAND GRANT INVOLVED)

APPROPRIATION: ..... SYMBOL .....

THE UNITED STATES,

To ....., DR.

ADDRESS: .....

Class Symbol	TRANSPORTATION REQUEST		FROM— TO—	Class	No. of Passengers	No. of Seats	No. of Standard Berths		No. of Tourist Berths		RATE		AMOUNT		Payee must not use this column
	Date 19	Number					Lower	Upper	Lower	Upper					NOTATIONS

Appendix to Court's findings.

TOTAL ..... $

I certify that the above account is correct and just; that the services have been rendered as stated; that payment therefor has not been received, and that the rates charged are not in excess of the lowest net rates available for the Government, based on tariffs effective at the date of service.

EXAMINED BY

DO NOT SIGN IN DUPLICATE.

(Bill must be completely filled in by the Transportation Company before certification, and there must not be any erasure or other alteration whatever.)

_____
(Name of Transportation Company.)

Per _____
(Name and capacity.)

I certify that the above services were rendered as stated, and that they were necessary for the public service.

Account submitted for ..... $.....

Differences as follows: .....

.....

.....

Approved for ..... $.....

*_____

Title .....

*_____

Title .....

Paid by ....., Check No. ....., dated ....., 19 , for $.....
on the Treasurer of the United States, in favor of payee named above.

*OBSERVE INSTRUCTIONS ON REVERSE HEREOF.

U. S. ..... DEPARTMENT,

OFFICE OF .....

.....

.....

The inclosed check, No. ....., is in settlement of your voucher dated ....., 19

.....

.....

(The Transportation Company must fill in name, address, date of voucher, and such information as will enable it to identify the account in its office, and check will be forwarded.)

2—6110

65.

ORIGINAL

PUBLIC VOUCHER No. .....

U. S. ..... DEPARTMENT

.....
(Bureau or Service.)

APPROPRIATION

..... $.....

..... $.....

..... $.....

..... $.....

..... $.....

..... $.....

..... $.....

AMOUNT OF VOUCHER, $.....

IN FAVOR OF

.....
(Name of payee.)

FOR TRANSPORTATION OF PASSENGERS

(NO LAND GRANT)

ACCOUNTS OF

.....
(Name of disbursing officer.)

.....
(Title.)

.....
(Place where located.)

....., 19
(Period for which account is rendered.)

2—8110

OFFICE OF .....

....., 19

Examined and approved for $.....

and respectfully referred to the Auditor for the .....

..... Department... for examination

and settlement, the amount found due to be charged to

the appropriation... indicated.

.....

.....

.....

.....
(Name of approving officer.)

.....
(Official designation.)

OFFICE OF THE AUDITOR FOR THE

..... DEPARTMENT

Settled by Auditor's Certificate No. .....

dated ....., 19 , for $.....

in favor of

.....

.....

Examined by .....

.....

INSTRUCTIONS

1. Payment for transportation of passengers will be made to the carrier honoring transportation requests, unless otherwise provided, and upon this voucher form, accompanied by the corresponding receipted transportation requests.

2. Transportation companies when billing on this form are requested to indicate on accompanying transportation requests the cost of transportation and refer to the tariff used; also date of issue of ticket.

3. Sleeping and parlor car and special accommodations will be billed or vouchered on this form. The character of accommodation furnished must be shown for each item.

4. When transportation companies transmit with this voucher transportation requests on which the journey has not been routed, they are requested to note on the face, at the bottom of the requests, the routing represented by the ticket used.

5. Accounts will be rendered separately for each bureau, office, or service of the respective Government departments, furnishing copies as required by each, as follows:

The Department of Agriculture requires the original voucher only.

The Reclamation Service of the Department of the Interior and the Navy Department each require two memorandum copies of the voucher to accompany it.

All the other bureaus or offices of the Government require one memorandum copy with the voucher.

6. The voucher forms will be printed and distributed by the Government Printing Office, Washington, D. C.

Transportation companies should make requisition on the Public Printer, Government Printing Office, Washington, D. C., for as many copies as may be required.

7. When payment is to be made by a disbursing officer, the signature to the certificate on the face of the voucher should be made by the certifying officer in the upper space provided therefor, and the signature of the approving officer in the lower space; or if the authority to certify and approve be combined in one officer, the lower space may be used for one signature to cover both certification and approval.

When payment is to be made by direct settlement of an Auditor of the Treasury Department, the signature of the certifying officer should be made in the upper space, and the approval and reference to the Auditor should appear in the space provided therefor on the second fold hereof.

GOVERNMENT TRANSPORTATION
Stock Form No. 18
Form approved by the Comptroller of the Treasury June 19, 1915.

(The carrier to insert below name of Department or independent establishment, and dependent bureau or service, if required, as specified on transportation request.)

TRANSPORTATION CO.'S BILL NO. .....

VOUCHER NO. .....
(Payee must not use this line.)

U. S. .....
(Department.)

.....
(Bureau or Service.)

PUBLIC VOUCHER FOR TRANSPORTATION OF PASSENGERS

(LAND GRANT)

APPROPRIATION: ..... SYMBOL .....

THE UNITED STATES,

To ....., DR.

ADDRESS: .....

Class Symbol	TRANSPORTATION REQUEST Date 191	TRANSPORTATION REQUEST Number	FROM— TO—	MILEAGE Total	MILEAGE Land Grant	Class	No. of passengers	Rate	Gross amount	Amount to be deducted account of land grant	Amount claimed	Payee must not use this column NOTATIONS

ORIGINAL

PUBLIC VOUCHER No. .....

U. S. ..... DEPARTMENT

.....
(Bureau or Service.)

APPROPRIATION

..... $.....

..... $.....

..... $.....

..... $.....

..... $.....

..... $.....

..... $.....

AMOUNT OF VOUCHER, $.....

IN FAVOR OF

.....
(Name of payee.)

FOR TRANSPORTATION OF PASSENGERS
(LAND GRANT)

ACCOUNTS OF

.....
(Name of disbursing officer.)

.....
(Title.)

.....
(Place where located.)

....., 191
(Period for which account is rendered.)

2—6113

OFFICE OF .....

....., 191

Examined and approved for $.....

and respectfully referred to the Auditor for the .....

..... Department... for examination

and settlement, the amount found due to be charged to

the appropriation... indicated.

.....

.....

.....

.....
(Name of approving officer.)

.....
(Official designation.)

OFFICE OF THE AUDITOR FOR THE

..... DEPARTMENT

Settled by Auditor's Certificate No. .....

dated ....., 191 , for $.....

in favor of

.....

.....

Examined by .....

INSTRUCTIONS

1. Payment for transportation of passengers will be made to the carrier honoring transportation requests, unless otherwise provided, and upon this voucher form, accompanied by the corresponding receipted transportation requests.

2. Transportation companies when billing on this form are requested to indicate on accompanying transportation requests the cost of transportation and refer to the tariff used; also date of issue of ticket.

3. When transportation companies transmit with this voucher transportation requests on which the journey has not been routed, they are requested to note on the face, at the bottom of the requests, the routing represented by the ticket used.

4. Accounts will be rendered separately for each bureau, office, or service of the respective Government departments, furnishing copies as required by each, as follows:

The Department of Agriculture requires the original voucher only.

The Reclamation Service of the Department of the Interior and the Navy Department each require two memorandum copies of the voucher to accompany it.

All the other bureaus or offices of the Government require one memorandum copy with the voucher.

5. The voucher forms will be printed and distributed by the Government Printing Office, Washington, D. C.

Transportation companies should make requisition on the Public Printer, Government Printing Office, Washington, D. C., for as many copies as may be required.

6. When payment is to be made by a disbursing officer, the signature to the certificate on the face of the voucher should be made by the certifying officer in the upper space provided therefor, and the signature of the approving officer in the lower space; or if the authority to certify and approve be combined in one officer, the lower space may be used for one signature to cover both certification and approval.

When payment is to be made by direct settlement of an Auditor of the Treasury Department, the signature of the certifying officer should be made in the upper space, and the approval and reference to the Auditor should appear in the space provided therefor on the second fold hereof.

[fol. 71] COURT OF CLAIMS OF THE UNITED STATES

[Title omitted]

CLERK'S CERTIFICATE

I, F. C. Kleinschmidt, Assistant Clerk Court of Claims, certify that the foregoing are true transcripts of the pleadings in the above-entitled cause; of the submission of case; of the findings of fact, conclusion of law and opinion of the court by Campbell, Ch. J.; of the judgment of the court; of the plaintiff's application for an appeal to the Supreme Court of the United States; of the order of the court allowing said application.

In testimony whereof I have hereunto set my hand and affixed the seal of said Court at Washington City this Eighth day of February, A. D., 1924.

F. C. Kleinschmidt, Assistant Clerk Court of Claims. (Seal of Court of Claims.)

Endorsed on cover: File No. 30,123. Court of Claims. Term No. 813. The Western Pacific Railroad Company, appellant, vs. The United States. Filed February 13th, 1924. File No. 30,123.